

K. Dalrymple (A)

( 1 )

## Explanation of the Plans.

COAST of AFRICA.  
STRUYSBAY.

FROM *C. das Aguilhas* [Cape Lagullas] to the W. Point of *Struys-bay*, the Coast extends N Easterly 16' or 18'. This Point is low and covered with Sand-Downs, as well as the Land to the Eastward of it in *Struys-bay*: This Bay is nothing more than a large deep bite, having good anchor ground, but no shelter except from NW<sup>y</sup> Winds, and is exposed to a continual swell and strong current; and is therefore to be avoided.

FLESH BAY.  
OF  
BAY St. BRAS.

" The E. Point of *Struys-bay* is low and sandy, from whence the Land forms a bite to *Flesh-bay*; (*Bay St. Bras*) This is no more than an open Bay, where there is no shelter but for Northerly Winds; there is in it a small Island and a round white sand by which it is easily known; when this Bay bears N. tho' the shoar of the Bay is low land, *Seven High Hills inland* are seen over it. The W. Point of the Bay is a pretty high Sandy Point from whence a reef stretches out, just as from the Points abovementioned.

FISH BAY.

" From *Flesh-bay* the Coast lies Easterly to *Fish-bay*, which is likewise a foul open Bay; When abreast of this Bay one sees to the N. a *Mountain inland*, upon which

B

stands



stands a hill like a *Barn*, and to the W. the *Seven High Hills* before mentioned, whereby this Bay is easily known.

## MOSSEL BAY.

“ From *Fish-bay* the Coast lies EbN to *Mossell (Muscle) Bay*, which is a Bay like the others, but it runs in 6' to the Westward of the *W. point*; where one lies sheltered from the NEasterly to S Winds but exposed from the S. to E. In this Bay is a *small Island* or *Rock* and some brackish springs and rivers: It is the best of all the *Bays* or *Roads* hereabout, but not to be made use of, except in cases of the greatest necessity, because the SE. and E. Winds make a great sea, and the water for drinking must be taken from brackish pits.

“ The *W. point* of this Bay is a middling high *flat green Point*, appearing at sea like a *Table Hill*; off this Point is good anchor ground every where but from the outermost Point runs out a *reef of rocks* a mile<sup>a</sup> to the E. This *Point* lies in 33° 55' S<sup>o</sup> Lat. The *E point*, or the Land to the Eastward of the Bay, is *high double mountains* running down to the sea, with little strand, whereby the Bay is easily known in coming from the Eastward, as this is the *last High Land* near the sea; the Coast to the Westward of this Bay being lower and the Hills farther in land.

## BAY ALGOA.

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“ *Bay Algoa* is a deep Bay where may be got *fresh* water and fire wood, the soundings going in from 24 to 10 fathom.” (Van Keulen.)

## MADAGASCAR.

TOLLEAR, or TULLEA.

*Tollear-bay* lies to the Northward of *St. Augustin's Bay* on *Madagascar*; the Account *Van Keulen* gives of It, is obviously

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<sup>a</sup> N. B. It is much more by the Chart.



MADAGASCAR.

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TOLLEAR or TULLEA.

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viouſly originally the ſame with that in the Engliſh Wagoner which is not conſiſtent with itſelf; I think it therefore better to omit all account of this place than to inſert a doubtful one; the Plan is copied from *Van Keulen*, but it contains no explanation, except the bearings of two ſhips which anchored there; the depths in which they anchored are omitted, ſo that the bearings cannot be of any uſe.

MANUMBAGH.  
or rather  
V U L L A.

*Manumbagh.* This Plan is alſo from *Van Keulen*, but his Book contains no Explanation farther than what is in the Plan. Capt. Peter Fea, who was there in the Fly Cutter, 1764, gave me a Draught of the Weſt Coaſt of Madagaſcar, which he informed me was made by Mr. White in the Dutch ſervice; in this Chart C. Fea had inſerted the following Mem. “ A. *Maringombay*, as I ran in ſhoar, under an eaſy ſail, took the opportunity of low water, and had no leſs than  $3\frac{1}{4}$  over ſeveral flats of ſand, but at my neareſt anchorage to the ſhoar had 5 fath. at low water, there is no danger; The tide roſe in the Springs 20 feet, in the Neaps about 18. B. the Place of Trade but not much grain, here is fine landing and fine water, the water guſhing out of the Beach, you had beſt water with ſmall Caſk that can be liſted into the Boat as it muſt be rolled a ſmall diſtance—The Tide riſes and falls the ſame as above. It is called *Coora-Ryka* and lies in  $17^{\circ} 40' S.$ ”

The A refers to a place about 10 miles to the Northward of *Vulla* or *Vualla* River, the B to a large Bay immediately to the South of this River.

The



# MADAGASCAR.

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MANUMBAGH,  
or rather  
V U L L A.

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The Island named by Van Keulen *Dodkist* is called *Savou* in Mr. White's Chart; and he places *Manumbagh* considerably farther to the Northward instead of being the same with *Vualla*, as it is represented in this plan of Van Keulen.

## COMORO ISLANDS.

MAYOTTA.

However extraordinary it may appear, several of the East-India ships have mistaken *Mayotta* for *Johanna*; I have not had an opportunity to examine the Journals of all these Ships, and such as I have seen are not so distinct as to enable me to give any satisfactory explanation of this Plan. The ships which, I have heard, have of late years been at *Mayotta*, are

|      |                |                   |
|------|----------------|-------------------|
| 1752 | Amiral Vernon, | Capt. Cooke.      |
| 1753 | Harcourt,      | . . . Webber.     |
| 1753 | Elizabeth,     | . . . Wells.      |
| 1754 | Norfolk,       | . . . Bonham.     |
| 1762 | British King   | . . . Pigou.      |
| 1768 | Queen,         | . . . Stainforth. |

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COMORO.

This plan of part of *Comoro* was made in 1753, by *Alexander Sibbald*, mate of the *St. Cecilia* a country ship belonging to Bengal. Several of the Indiamen have visited this Island since then; 1759 the *Suffolk*, C. Lewin, and *Oxford*, C. Webber; the following are from the *Suffolk's* Log.

“Bearings at anchor in 24 fath. *sandy ground* off *Comoro*.

*King's Town* about 2 fm. miles . . . E½S.  
A black bluff Point like *two rocky Islands* SSW.  
The Easternmost Land . . . . . EbN.

“The



COMORO:

"The Town is large and full of Coconut Trees, a fine smooth sandy beach before it, it's the only place where we could land; shoal water runs off about  $\frac{3}{4}$  of a mile, and at low tide you cannot come off with your boat. Whenever you see this Town send your boats ahead, for as the shoar is bold in all other places you would have no thoughts of foul ground off such a fine sandy beach.

"The first Soundings we had were 35 then 25 when anchored. Lat. observed in the Road  $11^{\circ} 18'$  S. When you have 12 fath. you are close on the reef. We lay about a cable's length too near the King's Town, and had we continued longer at the Island would have moved.

"The people at Comoro are very civil the price of bullocks settled with the king is 4 to 6 dollars; there are here Sheep, Goats, &c. but no water to be had.— The King offered Cowries, Rice, &c.

Of all the Islands *Johanna*, *Comoro* and *Mobila*, I give the preference to the latter." (C. Lewin.)

This Plan of *Mobila* is taken from Van Keulen: he says, "About W, from *Johanna* lies the Island *Moaly* the best road is on the South side behind some small Islands, around which is a Coral Reef, you stand over the Reef the least water is 8 or 9 fath. the ground is very clearly seen, but there is no danger; being over the reef, you get 45. 43. and 40. fath. ouzy ground and 38. 36. and 30 fine sand, (viz. to the Eastward of the small Islands) where one anchors. The water rises and falls with the common Tide 14 feet whereby the rivers along shoar are left dry.

C

" Besides

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MOHILA or MOALY.



## MOHILA.

" Besides this there is another anchoring place, close to the shoar, in 20 fath. off the North Point of the Island where within a pistol shot is shells and coarse sand.

" Also on the East side there is one where refreshments may be had.

In the Inlets or creeks A and B marked in the Chart \* one can only enter with high water, because with low water they are not deep enough; in the small Bay with the three inlets there is no anchorage."

D<sup>o</sup> Capt. *Wilson* of the *Suffolk* was at this Island in May 1756, I shall therefore insert an extract of his Journal.

28th May, 1756, Lat. O 12° 29' S. <sup>b</sup> at Noon.

The extremes of Mohila, from E<sup>1</sup>N to NNE

distant from the small Islands to the SW of it, 5 miles

The High Land of Comoro

N.

29th Fair weather, the first part a pleasant moderate gale; continue rounding the Island, with the deep-sea-lead going, but got no ground with 40. 50. and 60. fath. Gave the Islands to the SW of Mohila a birth of 4 or 5 miles, and when clear of them hauled in for the NW end of Mohila: About 2 Miles short of the NW Point of the Island, there is a Black Rock which is always above water, and lies about two miles from the shoar; We kept about 2 miles without it and had no ground 30 and 40 fath. From the NW point of Mohila, there is a Reef of Rocks above water, which runs out

\* N. B. There are no such Letters in Van Keulen's Plan.

<sup>b</sup> Made Long. from Mozambique home to Johanna, 3° 15' E.



## MOHILA

out about  $\frac{1}{4}$  mile, we kept a mile and half without them and had no ground 30 fathoms; being clear of the Point and opening the Land to the Eastward, hauled in for d<sup>o</sup> and soon got soundings 30 fathoms, small stones and coral, which shoaled gradually to 15, we then edged away into 24, seeing a small Town on a Bluff Hillock close to the sea, sent our Pinnace on shoar to enquire for the watering place, but being much short of the place laid down in the Wagoner continued standing on, the Pinnace returned and informed us that we might have Water and Provisions where they had landed, having shot past, tacked and stood in, with our boats founding between us and the shoar.

" At 6 P.M. Came to with the small bower in 24 fathoms, and moored with the stream to the Northward in 26 Fathoms, small stones, shells and coral, distance off shoar  $\frac{3}{4}$  of a mile. When anchored,

|                                    |                     |
|------------------------------------|---------------------|
| The NW Point of Mohila bore, . . . | WSW                 |
| The Easternmost Land . . . . .     | EBS $\frac{1}{2}$ S |
| And the Town . . . . .             | SSW                 |

" In the evening a person came on board in a Canoe from the Queen of Mohila (whose name is Jumba Zealea) to welcome us to this Island, and seemed very desirous of moving the Ship to the King's Town; his arguments to prevail were, that we should be better provided with water and provisions, I let him know that I would determine to-morrow.

" At day break in the morning, sent Mr Jackson our second mate in the pinnace to examine the Coast between



## MOHILA

between this and the King's Town, and anchoring off from it, &c.

“ At Sunrise sent the long boat ashore with casks and rafted with the small boats, in the mean time went on shore to see the watering place which the Queen's Messenger had represented very bad: Found it to be about 200 yards from the Beach up an easy ascent, but the water is in a declivity which seems to have been worn by torrents from the Hills about 12 feet deep, and being too steep to roll our casks up we made use of our engine to fill them; From whence they were rolled down with great ease from the beach which is a soft sand. The run of water is clear and constant from the mountains down between the Rocks, and is lost, about ten yards below where we filled, in the Rocks and Sand, and may be observed to ouze out of the Beach at low water.

“ We found an E & W Moon to make full sea on the Change: The stream sets along shore, the Flood to the Westward, but changes considerably before the water has done rising, as does the stream to the Eastward before it has done falling: The water rises on the New Moon about 15 feet; and a Reef of Rocks, runs from the point, whereon the Town stands, across the little Bay on which the Watering place is, to two Rocks to the Eastward, which are always above water, and dries dry, this prevents your Boats working the last quarter Ebb and the first quarter Flood.—Received a Bullock and a Goat as a present from the Queen.—

“ 30th



## MOHILA.

“ 30th May, fair weather with light winds all round. Mr. Jackson returned from his survey and informed us, That the *King's Town* is about 4 Leagues to the SEbE; the Coast, between us and it, very dangerous, several Reefs of Rocks running far out into the sea; That a Ship cannot lye nearer than two miles from the Land off the *King's Town*; That there is a large surf on the shoar and that Boats cannot go in after half Ebb; the Watering place is a mile beyond the Town and is not so convenient as where we are filling, having a chopping sea which prevented the boats rowing. He landed and walked he thinks 4 miles farther, along shoar to the SSE when he came to a large run of water, like that at *Johanna*. The coast appeared very rocky and, being open to the SE, a large swell came in and there was a great surf on the shoar, which he thinks would make it very troublesome watering there: On the whole he prefers the place we are at to any he has met with. And as we find it safe riding, very convenient for dispatch, and a smooth beach for our Boats, We think ourselves lucky in having found it, and are determined to finish our Business here.

“ Sent 3 Bars of Iron as a present to the Queen, by a person of distinction named Seda Huseana Shawtevera, who speaks some English, and settled the price of Provisions with him, viz. Bullocks at 4 Dollars, Fowls 12 for 1 Dollar, Rice 4 measures, and Paddy 8 measures for 1 Dollar, the *measure* containing 10 quarts and 1 pint dry-measure.

D

“ The



## MOHILA.

" The price of Cowries is 4 of the aforesaid measures for 1 Dollar, and they offer to take Iron in exchange at 3 Dollars per Bar of about 42lb.

" Employed our Longboat loading and all our other boats rafting water off, have filled 40 Tons these two days.

" 31st Fair weather with light winds all round, and frequent flaws from the shoar. The Prince Royal and his Brother in Law came on board to see the ship, saluted them on coming on board and leaving the ship with 5 guns. The Prince expressed a good deal of satisfaction at seeing a Europe ship at *Mohila* and said we should have every thing we wanted, and that he would stay at this Town as long as the ship continued here to give us his assistance.

" 1st June, Winds as yesterday with cloudy weather; The Islanders complain of our People taking their Coconuts and other Fruit from the Trees without paying for it, which I have strictly forbid.

" 2d, Wind and weather as before, Filled the remainder of our Cask and took on board some Cowries and 20 head of Cattle.

" 3d, Winds much as before, in the Morning small rain, P M. took on board our stock of Paddy, Plantain Trees, Pumpkins and as much Fruit as we could stow.

" At 2 P M. Heve up the small bower anchor and prepared for sailing. A M. Took on board 7 Bullocks and only wait for a breeze off shoar to push us out, at noon a breeze springing up at SW began to heave up.

" Notwith-



## MOHILA.

" Notwithstanding the plenty with which this Island seems to abound, we could not get any more than 27 Bullocks to bring away with us, and many of them very small, the Price I gave was from 2 Dollars to 6, and bought all that was brought down, Fowls are scarce, Paddy and Rice should be spoke for as soon as you arrive and purchased as they bring it down in small parcels.

" 4th June, At  $\frac{1}{2}$  past noon weighed with the wind at WSW and stood out as per log.

| P M. | H. | Weather | Winds | Course | Soundings,   |
|------|----|---------|-------|--------|--------------|
| 1    |    | Rain    | WSW   | —      | —            |
| 2    |    | —       | Calm  | NNE    | 15 to 18     |
| 3    |    | —       | —     | NE     | 30 to 40     |
| 4    |    | —       | SEbE  | —      | no ground 70 |

" The first cast we had with the lead, after we were a-weigh was only 15 fathoms, small stones with shells and coral which deepened gradually to 40 fathom, when were about 5 miles from the shoar; after which had no ground 70 fathoms." (Capt. William Wilfon's Journal.)

## Captain MITCHAM'S Remarks from Johanna to Mohila.

D<sup>o</sup>

" From *Johanna* to *Mohila* the Course is between W and WbS; in 8 or 9 fath. you may steer along shoar, and as you run down you will discover a *large White House*, or a *Mosque without a Tower*, and a *Town* standing by it, which when at anchor will bear SbE; from that *Mosque* You must run along shoar in the same depth of water, 'till you see the *other House open*  
at



## MOHILA.

at the Gable-end and white at bottom and close by the shoar; when it bears S b W about 1 mile, let go your anchor in good muddy ground, betwixt two Reefs or shoals, and a small Island or Rock which will bear S b E  $\frac{1}{2}$  E, this Rock you will discover as you sail from Johanna to the S E end of Mohila; The Southernmost Point will bear S E b S and the Westernmost Point in sight, being low and flat with some Trees on it, and a reef of Rocks fair and dry at low water, N W  $\frac{1}{2}$  N 3 miles.

"The King's Town is near the said Point but you can't bring up near it, by reason of foul ground, nor go a-shoar after  $\frac{1}{2}$  Ebb or before  $\frac{1}{2}$  Flood, it lays so far off from the way you ride the above said P<sup>a</sup>. neither is there any anchoring on the N E end of this Island but where the above marks direct."

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From Capt. SUTTON's M. S. Book of Nautical Remarks.

## JOHANNA.

"When bound into Johanna fall in with the S W end of the Island, and then you must give Saddle Island, which is the N W extreme of the Bay, a good birth, at least a mile; when you will have no ground 20 fath. and as there is a Reef from Saddle Island, extending to the Southward, 2 miles distant from the Main Island, which you will observe when running down to Saddle Island, be sure you keep that offing all the way down.

"When you have the Bay open by Saddle Island, you

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<sup>a</sup> Some words seem wanting here, which I am unable to supply



## JOHANNA.

you must keep your luff as much as possible (there being no danger<sup>a</sup> but what you see) least the flaws, which come off the Island very strong, set you out, being variable and no anchoring, unless you are near the Town, which lies in the very bite of the Bay, tho' the anchoring place is when

The Peak bears . . . . . S b E  $\frac{1}{2}$  E

The Mosque . . . . . E

The Extremes of the Bay N E Easterly to N W b W  
and the River . . . . . S b W

"The anchoring before the Town being very bad it is not adviseable to lye there, for your off-anchor lies in 25 fath. and your other in 7. and at low water you will not be distant above 2 cables-length from the shoar; whereas off *Brown's Gardens*, being moored in 10 fath. with your inner anchor you'll lye better, and at low water be a good  $\frac{1}{2}$  mile from the shoar.

"*Brown's Gardens* are a long range of Coconut Trees close by the water-side, having a large black rock to the Eastward betwixt the Town and them, and the River where you water being the extreme of them to the Westward.

"Between *Brown's Gardens* and the Mosque Town, there is a reef of rocks which are near dry at low water, and spit out near a quarter of a mile; the Tide flows up and down near 2  $\frac{1}{2}$  fath. and, as the Beach is very level, when high water you appear a great distance off, but at low water when the large stones appear in sight, you'll find yourself close to the shoar."

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Directions

<sup>a</sup> N. B. 1776. The *Hector*, Capt. Stephen Williams, struck on a Rock  $1\frac{1}{2}$  mile from JOHANNA, Saddle Island bearing W by Compass.



Directions for the watering place on the Island  
Socotra.

" When Socotra bore from  $W \frac{1}{2} S$  to  $S W$ , which was the Eastermost End of the Island, there are two *sand hills* which are very remarkable. We made ourselves to be in  $12^{\circ} 47' N$ . when the Island bore from  $SSW$  to  $W$ . off Shoar about 3 leagues, and could get no ground with 70 fath. line.—About ten leagues to the Westward of the above mentioned *sand hills* you'll see *two other* sand-hills and a *low flat point* running from the Westernmost of them, about which Point is *The Town* of white buildings called by the Country People *Tamareed*. After you have passed that low point you have 30 fath. water, about 5 leagues from the shoar with gradual soundings 'till you anchor in 6 or 8 fath. as you please, the *Town* bearing  $SW b S$ . There is very *high land* over the *Town* with *notches like Chimnies*. The natives are very civil to strangers, they are very poor, and the only Commodity for Trade is *Rice*, for which we had in exchange some *Cows*, *Goats*, *Dates*, &c. Here are good *Aloes* to be got as likewise some small parcels of *Dragon's-blood*, which the Natives brought down to us and exchanged for *Rice*.

" The *Water* is very good, running down from the *Mountains* into a *Sandy Valley* among the *Date Trees*; You can't miss finding it, being about a quarter of a mile from the *Town*," [to the Eastward] (From Capt. Pigou's M.S. Book of Nautical Remarks.)

Com.



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MALDIVES.

## KING'S ISLAND.

Com. Watfon in some Nautical Mem. fays, "He  
 " had an opportunity to determine the length of *Socotra*  
 " from East to West as he failed along the *North*  
 " *Shoar* at about 2 leagues distance, and found it to be  
 " about 80 miles from E to W, and the *N<sup>o</sup> Side* to lye  
 " in  $13^{\circ} 0'$  N. Latitude. By the medium of Six Ships'  
 " runs he places the *E. End of Socotra* in  $17^{\circ} 53' W.$   
 " from *Bombay*.

The Plan and View of *King's Island* was taken from  
 a Dutch M.S. Drawing, which I obtained from an  
 Indian, the Pilot of a Siamese Ship at Malacca, in 1759:  
 it had no further explanation than what is inserted in  
 the Plate; the following remarks are taken from a M.S.  
 Journal in the *British Museum* by Nat. Warren in Ship  
*Charles*, Capt. John Preston, 1683.

" 1st May 1683. Anchored at the *Maldavia Island*,

" 17th. This day made observation on the S. End  
 of the Island, which is distant from the Ship in the  
 Road about one mile; the whole Island round by com-  
 putation is not above 3 miles; I made by observation  
 $4^{\circ} 20' N.$  consequently the *Road* lies not in above one  
 mile more to the Northward.\*

" 18th. On the Shoar of this *Maldavia Burra*,  
 (Great Maldivé) it flows nearest, full and change,  
 SSW $\frac{1}{2}$ W which is about 2<sup>h</sup>. P.M.

24th. Sailed from *Maldavia* Variation  $\frac{3}{4}^{\circ}$ .

Morn. Ampl.  $\left\{ \begin{array}{l} 8^{\circ} 4' W. \\ 9.30 \end{array} \right.$   $\frac{3}{4}^{\circ}$  Capt. Mr. Browning } Med.  $8^{\circ} 48' W.$

Description

\* He afterwards fays, this Observation was  $4^{\circ} 18' N.$  and reckons the  
 middle of the Island  $4^{\circ} 16' N.$



## MALDIVES.

## KING'S ISLAND.

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Description of Maldavia Road. <sup>a</sup>

" The Island marked A is the form of the *Maldavia Burra*, when you are at anchor off the *Bastion* bearing SW $\frac{1}{2}$ W distance from the *Rocks*, (which lye heaped up all along the shoar,) about a Cables-length in the depth of 25 to 27 fath. water, grofs *coral rocks* which makes you ride with a short-scope, *one fast* a shoar to the *Rocks* to keep your Ship from winding, and a *stern fast* to the Eastward, and a small anchor in 6 fath. water close in to the Westward, and your *small* or *best Bower Anchor* laid out to the NW, against a NW. wind which blows sometimes very hard; and no other wind with the Westerly Monsoon can hurt you.

" Within these *Rocks* ride all the Boats having from 6. 8. to 10 feet water within, the *openings* they shut with a *Boom* at night or at pleasure and lock it, after which cannot get out nor come in without an order from the King.—The Ships ride all along the shoar from the upper Boom to the lower, with the King's-Moorings called *Muckarwes* or *Kellickes*."

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## COMORO ISLANDS.

## Capt. MITCHAM'S Remarks concerning Comoro.

## COMORO.

" As you near the Westernmost Point of *Comoro*, You'll discover a *round small Island*, <sup>b</sup> not unlike that at *Johanna*, which you must round and steer along shoar

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<sup>a</sup> In the original Description there are *Letters* of reference to the *Drawings*, but there are no such *Letters* in the *Drawings*, which are very rude sketches.

<sup>b</sup> There is no such Island in *Sibbald's Plan*.



COMORO.

shoar to the *Northernmost End* of the Island, to which Point you must give a birth of 2 miles, and when round *the Point* haul in for the land, steering NE and NEbN and when you bring

A Black Bluff Point . . . . . SbW½W

And the Easternmost Land in sight . . . EbN

and at the same time see *two Coconut Trees* abreast and open, nigh the shoar; you may then anchor in 16 fath. *sandy ground*; here are *Reefs* to the Eastward and Westward of you. Lay your B. Bower to the Westward for the fresh gales at SW, *Here's a strong Current running under water, but on the surface you'll find none hardly.* You'll lye about *one mile* at high water and *half a mile* at low water from the shoar."

D<sup>o</sup> *Description of Comoro by C. Will. Webber, junior, Oxford, 1759.*

" This Island is large and high land, I do not apprehend there is the least danger in approaching any part of it, nor do I believe there is any such *Rock* to the *Westward* of It, as is laid down in the Draught, for coming from *Mozambique* I made it at 14 leagues distance, bearing NE½E; but being unacquainted, and night coming on, we lay to till morning, when we steered along shoar, about a mile and a half or two miles distant, all the way to the *North* part of the *Island*, to which *Point*, when you get the length of it, you must give a good birth, at least two miles, and then haul in for the *King's Town*

F

which



## COMORO.

which you will see plainly; but the place for anchoring is about a mile or a mile and a half to the westward of the *Town*, opposite a little *Sandy Beach*, but is by no means adviseable for a ship to anchor nearer in shoar than 30 or 35 fath. water at least, as even at that depth they will be but *two cables length* from the *Breakers*. The Bearings for anchorage are

|                                              |     |
|----------------------------------------------|-----|
| The Easternmost Point of Land in sight . . . | E   |
| King's Town . . . . .                        | ESE |
| Black Rocky Point . . . . .                  | SBW |

distant off the shoar about *two* miles.

“ It is very necessary for a ship when she gets round the *North Point* of the *Island* to hoist out all her Boats in readiness for towing, as the *High Land* totally excludes you from the Moonson, and you are subject to nothing but Calms and Light Airs; added to which there is a *Tide* here, which ebbs and flows to a prodigious degree, whereby I found it extremely difficult to get in near enough to lay hold of anchor-ground; for it is steep to, 'till you come upon the *Bank*, which does not descend with an even or gradual declivity from the shoar, but goes off almost perpendicularly at once, and close to it, before you get *Soundings* with 30 fath. you will not be able to find ground with 70 or 80, which I believe is the case all round the *Island* at the distance of a mile and half or two miles from the shoar. The Place of Anchoring would be very dangerous was it liable to any gales of wind, but it is entirely sheltered from the Moonson, and I believe there very seldom happens any gale  
of



COMORO.

of wind from other quarters strong enough to endanger a ship.

“ The Island abounds with plenty of very good Bullocks, Sheep, Goats, Oranges and Lemons, Plantains, &c. but I do not apprehend that a ship could be conveniently supplied with *water*, there being a great scarcity at, and near the *King's Town*; infomuch that I was obliged to send water from the ship for the use of my people on shoar, but I make no doubt there is Water enough upon the Island, however troublesome it may be in procuring of it.

“ There is nothing to be done here till His Majesty is addressed, when he will contract with you for the particular prices of particular commodities, I agreed with him, *Six Dollars* for a *Large Bullock*, and *Five* for a *small* one, but a single ship may I believe make her own prices for any thing. The Sheep and Goats are some of the finest I ever saw. His Majesty will barter with you for Musquets, Blunderbuffes and Iron, and will give a very good price for them; and Fruit, &c. may be procured for Razors, Spoons, Knives, Buttons, &c. of all which they are very fond, and it is not unprofitable to present the King with a Musquet and some Powder, or any other little thing on your first Onset.”

P. 19

MEW-BAY in Strait  
of SUNDA.

Description of Mew-Bay by Com. *John Watson*  
of Ship *Revenge*, April 1762.

“ You may run into the *Bay*, so as to be entirely sheltered from the Westerly Winds, as there is no danger  
but



but what is on either shoar, the middle being all clear ground: The *Watering-Place* is on the *Main*, and very convenient, being a small *Cascade* that falls into the Sea; but your Boat can go on shoar only at *high water*, as you have coral rocks along shoar. Neither *Island* nor *Main* are inhabited; towards *Java Head* on the *Main* are great quantities of Buffaloes, and Wild Cattle, and a variety of other Wild Creatures. On the *Island* cut down a Tree that had a leaf and Fruit growing in the same manner as the *Nutmeg* with the *Mace* around it; It was young and soft, and had not the least *Aromatick Smell or Taste*. Whether the *Nutmeg* is so, when young, deserves to be enquired into."

P. 20

ZUTPHEN ISLANDS,  
or  
HOUNDS ISLANDS.

The Plan of these Islands is taken from a Dutch M. S. In the Latham 1765, I took a *View* as we lay at Anchor to the *southward* of them, but having mislaid my Journal I cannot give that *View* or what remarks I may then have made; the only Account I have met with of these Islands is the following very imperfect one, it is without year or name. \*

" 19th Feb<sup>y</sup>. anchored 12 fath.

|                                                   |                     |
|---------------------------------------------------|---------------------|
| <i>North Island</i>                               | NbE 2 miles         |
| The <i>outermost</i> of the <i>Hounds Islands</i> | SbW $\frac{1}{2}$ W |
| Distant from the <i>Northernmost Sister</i> about | 2 miles             |

" At 6 AM the Wind at WSW weighed, at Noon the Wind being at SbW and the current against us obliged to bear away for *Hounds Bay* had from 25 to 30 fath. in sight of the *Stream Rock*.

20th

---

\* I have, since printing this, found a Copy of this Mem. ascribing it to the Ship, King Frederick, 1735-6.



" 20th Feb<sup>ry</sup> anchored in *Hounds Bay* in 19 fath.  
soft ground with some Stones,

The W. End of *Thwart the Way* . . . . S  $\frac{1}{2}$  E  
The *Outermost* of the *Hounds Islands* . . S  $\frac{1}{2}$  W  $\frac{1}{2}$  W  
The *N<sup>a</sup> Sister* . . . . , . . . N  $\frac{1}{2}$  E 4 or 5 miles.

from the *Sumatra Shoar* 3 miles, and from *Hounds Islands* 2 miles.

" From these *Bearings* I went in the Pinnace to  
found; I went first directly *West* for the *Sumatra Shoar*  
and shoalened the water gradually from 19 to 7 fath. in  
about  $1\frac{1}{2}$  mile distance, from thence I rowed along  
shoar and found in a Bay on *Sumatra* a small fresh river  
near to the *Hounds Islands* where a ship may water and  
wood extremely well in the Westerly Monsoon. From  
thence I went on shoar on the *Northernmost Hounds Island*,  
which is high and small, distant about  $1\frac{1}{2}$  cable length  
from another of them which is large, where we gathered  
*Coconuts* from the Trees (for it is quite uninhabited.)  
From this *Island* I went *South* a quarter mile, and had  
23 fath. *Sand and Shells*, and at  $\frac{1}{2}$  a mile distance had 22,  
*Stones and Shells* and so shoal'd it gradually all the way  
to the Ship, from which Soundings it is plain a Ship  
may borrow in what depth she pleases near these  
Islands."

P. 21.  
128.



## MOHILLA.

The *Hon. Thomas Howe's* Observations concerning Mohilla, in the  
Winchelsea, 1762.

P 22.  
5

15th August. At 7<sup>h</sup>. A.M. The SSE point of the *Island Mohilla*, bore nearly NE $\frac{1}{2}$ N  
and The L. Extr. of the Westmost S<sup>o</sup> *Island* N $\frac{1}{2}$ E, dist. abt. 6 leag.

[At 9 $\frac{1}{2}$

The W. End of the *Island* . . . N $\frac{1}{2}$ W

The E. End . . . NE

Low Hummock with a white Cliff NbE { off shoar 4 or  
5 leagues

The N<sup>o</sup> End of *Johanna* . . . ENE Log-Book]

Noon Lat. O. 12<sup>o</sup> 30'. S. Bearings  $\frac{7}{8}$  Mag. Compass

$\odot 63^{\circ} 15' \frac{1}{2} + 16' - 5' = 63^{\circ} 26' \frac{1}{2}$ . ZD.  $26^{\circ} 33' \frac{1}{2}$ . MDecl.  $14^{\circ} 3' \frac{1}{2}$ . = Lat.  $12^{\circ} 30'$ . S.

The SSE point of *Mohilla* . . . ENE $\frac{1}{4}$ N abt.  $4\frac{1}{2}$  leag.

One small *Island*, close to the SSE pt.

almost, but open from it;

One of the S<sup>o</sup> *Islands* . . . NbE $\frac{1}{4}$ E 7 or 8 miles.

Another of the S<sup>o</sup> *Islands* . . . N $\frac{1}{4}$ E

A small *Island* to the Eastward of that which bore NbE $\frac{1}{4}$ E

Another to the Westward of that which bore N $\frac{1}{4}$ E

And one between the two; these three very small and near  
the Great one.

The NW Extr. of *Mohilla* — NbWW<sup>y</sup> 9 or 10 miles

(this was the Westmost Extreme of the W<sup>t</sup> most S<sup>o</sup> *Island*, appearing  
then as if it joined to *Mohilla*).

The highest part of *Mohilla* is towards the NW<sup>t</sup> part; and  
*Johanna* covered with Clouds.

16th. P.M. H M

2. 15.

The L. Extr. of the Westmost South *Island*

about 3 miles dist. and

The SW point of *Mohilla* in one

NbE 17 and 18 fath.  
coral rock

2. 35.

The R. Ext. of the Great South *Islands*, and

The SSE point of *Mohilla* in one

E 7<sup>o</sup> S

3. 45.

Shut in the Rock off the SW point of  
*Mohilla*, with the Land when it bore

NE $\frac{1}{4}$ N

The two Easternmost S<sup>o</sup> *Islands* lie from one another about ESE  
and WNW. They are high and barren except on the Northmost  
part of the Eastmost, where there are some Coco nut or Beetle nut  
Trees; Their length is towards the North and South nearly, or  
NbE and SbW rather.

As



## COMORO ISLANDS.

( 23 )

MOHILLA. 16th.P.M. H M. An inner Great South Island and to appearance } ESE  
 the Easternmost one, and }  
 The SSE point of Mobilla in one }  
 4.35. The SSW and SSE points of Mobilla in one E 26° S.

5. 50. These Bearings not very exact, owing to iron near the Compass.

|                                                               |                                       |
|---------------------------------------------------------------|---------------------------------------|
| The Rocks close to the NW point of Mobilla                    | EbN $\frac{1}{2}$ N abt 4 miles       |
| The SW Rock (distant from the Shoar near the SW point 3 miles | SE $\frac{1}{2}$ E 2 $\frac{1}{2}$ d° |
| A Point (between the SW and SSW points                        | SbE $\frac{1}{2}$ E 5 d°              |
| The R. Extr. of the South Islands                             | S $\frac{1}{2}$ W                     |
| The High Land on the South end of Comoro                      | N $\frac{1}{2}$ W                     |
| no ground 35 fath.                                            |                                       |

## LOG BOOK, 16th August, 1762.

| H.                                                            | Weather.          | Winds. | Courle.            | K | F   |                                                                   |
|---------------------------------------------------------------|-------------------|--------|--------------------|---|-----|-------------------------------------------------------------------|
| 1                                                             | .                 | .      | .                  | . | 3   |                                                                   |
| 2                                                             | .                 | .      | .                  | . | 4   |                                                                   |
| 3                                                             | .                 | .      | .                  | . | 3   |                                                                   |
| 4                                                             | .                 | .      | .                  | . | 4   |                                                                   |
| 5                                                             | .                 | .      | .                  | . | 5   |                                                                   |
| 6                                                             | .                 | .      | .                  | . | 3   |                                                                   |
| 7                                                             | .                 | .      | .                  | . | 2 3 | 35 fath. no ground                                                |
|                                                               |                   |        |                    | 2 |     |                                                                   |
| 8                                                             | .                 | .      | ENE                | 2 | 2   | 30 ground                                                         |
|                                                               |                   |        |                    | 2 | 2   | 26 d°.                                                            |
| 9                                                             | Came to anchor in |        |                    | . | 37  | Bearings when came to →                                           |
| 10                                                            | .                 | .      | Current            |   |     | The Extremes of Mobilla from W $\frac{1}{2}$ S } 3' or 4' off the |
|                                                               |                   |        |                    |   |     | to SE } nearest part.                                             |
| 11                                                            | .                 | .      | SW $\frac{1}{2}$ S | 1 | 3   | The Body of Johanna . SEbE $\frac{1}{2}$ E                        |
|                                                               |                   |        |                    |   |     | The Highest part of Comoro NbE $\frac{1}{2}$ E                    |
| 12                                                            | .                 | .      | ENE                | . | 1 2 |                                                                   |
| 1                                                             | .                 | .      | SW                 |   | 4   |                                                                   |
| 2                                                             | .                 | .      | .                  | . | 5   |                                                                   |
| 3                                                             | .                 | .      | .                  | . | 1   |                                                                   |
| 4                                                             | .                 | .      | .                  | . | 1   |                                                                   |
| 8] Weighed and stood along shoar to find the watering place*] |                   |        |                    |   |     |                                                                   |

\* N. B. I have copied the Log Book exactly, although several Courses are omitted as well as Soundings.



**MOHILLA.**

**Hon. Mr. Howe's Observations.**

|            |     |                                                                                                           |                                  |
|------------|-----|-----------------------------------------------------------------------------------------------------------|----------------------------------|
| H M        |     |                                                                                                           |                                  |
| 6th.A.M.9. | 40. | The R. Ext. of the S <sup>d</sup> <i>Islands</i> , and<br>The SW. <i>Point</i> of <i>Mobilla</i> in one } | S.10°—W                          |
| 10.        |     | The NW. and<br>The SW. <i>Points</i> in one }                                                             | (about 4 miles afunder) . S.30—W |
| 10.        | 5.  | The <i>Double NW. Point</i> in one . . . . .                                                              | S.35—W                           |
| 10.        | 8.  | The SW. <i>Rock</i> and<br>The NW. <i>Point</i> in one }                                                  | . . . . . S.39—W                 |
| 10.        | 19. | { The NNW and NNE <i>Points</i> (which <i>last</i> is a <i>low</i><br><i>Coconut Tree Point</i> ) in one  | . E.36—S                         |
| and        |     |                                                                                                           |                                  |
| 10.        | 56. | { The NNW and NW <i>Points</i> are about 3 miles<br>afunder and bear from one another about               | . EbNandWbS                      |

17th. At *Anchor*, about half a mile to the *Eastward* of the *Watering Place* in 22 fath. *coarse sands and shells*, with some *rocks*, I imagine, as we found afterwards our *Cable* rub'd and hawser cut or rub'd thro'.

Bearings as follow :

*Jobanna*, . . . . . { fr. E 27°—S  
to E 9.30 S  
Peak alt. cor. 0° 47'. . . . . E 18.—S

*Comoro*, The NE. most visible Ext. (very faint) due N°  
The S° End. . . . . { fr. N ½ W due  
to N 21.—W  
The SSE Point . . . . . N 6.—W dist. about 7 leag.

Alt. cor. of the *High Land* of the *South End* 1° 57'

*Mobilla*, fr. The NNE, or *Coconut Tree Point*, SE exactly, 4 or 5 miles dist.  
to the NNW. Point . . . . . W 0° 30' N. 3 miles.

A *Point* of *High Land* over, and  
far beyond, The *Coconut Tree Point* } S 40°—E

N. B. By the appearance of the Land, on the 18th in the morning, I think the *Point* did not stretch above 30 min. of *Bearings* more North Easterly.

The *Surf or Breakers* off the *Coconut Tree Point* as far out as } E41.—S  
The *Watering Place*, about  $1\frac{3}{4}$  mile, } WSW $\frac{3}{4}$ S  
The *Highest part* of the *Island*, (being }  
a *Peak* about 3 miles inland) Alt. to }  
the *Water's edge*  $8^{\circ} 17'$ . distance off } SWbS  
the *shoar* about  $1\frac{1}{2}$ . mile, from the }  
*surf* one mile. }

The *Surf* or *Breakers* run, from just to the *Eastward* of the *Watering Place*, to beyond the *Coconut-Tree Point*; (How much beyond







## COMORO ISLANDS.

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## MOHILLA

## The Hon. Mr. Howe's Observations.

At Noon Lat. O.  $12^{\circ} 8' 30''$  S. $\odot 64^{\circ} 34' \frac{1}{2} + 16' - 4' \frac{1}{2} - 0' \frac{1}{2} = 64^{\circ} 45' \frac{1}{2}$  Z D.  $25^{\circ} 14' \frac{1}{2}$  M Decl.  $13^{\circ} 6' =$  Lat.  $12^{\circ} 8' 30''$  S.

## Bearings as follows.

|                                                                                                                                                      |             |                                                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-----------------------------------------------------------|
| <i>Mohilla</i> , The NNW Point                                                                                                                       | . . .       | W $11^{\circ} 30'$ S. dist. about $3\frac{1}{2}$ leagues. |
| Watering-place                                                                                                                                       | . . .       | W $21. 15$ S. dist. 8 miles per observ.                   |
| E. Extreme                                                                                                                                           | . . .       | S $1. 35$ W. about 4 leagues.                             |
| An <i>Island</i> , about the size of one<br>of the <i>So. Islands</i>                                                                                | } . . .     | S $0. 35$ W. $4\frac{1}{2}$ leagues                       |
| A <i>small</i> , but <i>high</i> , Island                                                                                                            | . . .       | S $9. 30$ E. $4\frac{1}{2}$ leagues                       |
| Alt cor. of <i>Mohilla</i> = $1^{\circ} 58' \frac{1}{2}$                                                                                             |             |                                                           |
| Alt cor. (of the Peak which was the highest part when we were at anchor<br>off the <i>Watering place</i> ) $1^{\circ} 53' \frac{1}{2}$ .             |             |                                                           |
| <i>Johanna</i> , The SW. most part                                                                                                                   | . . .       | E $33. -S$                                                |
| The NW point or <i>Saddle Island</i><br>(Point not visible, I think, to<br>the extreme Point) making like<br><i>broken Islands</i> just discernible. | } . . .     | E $17. 55$ S                                              |
| NE. point                                                                                                                                            | . . .       | E $9. 55$ S                                               |
| <i>Comoro</i> , The NE. Extr. very faint $\div$                                                                                                      | . . .       | N $14. -W$                                                |
| The $S^{\circ}$ End of <i>Comoro</i>                                                                                                                 | { fr.<br>to | N $23. 5$ W<br>N $40. 5$ W                                |

The High Land of the North end of *Comoro* appeared in the middle between the NE extreme and the  $S^{\circ}$  end, or rather more NEward. It is not near so high as That on the South end.

The



## COMORO ISLANDS.

( 27 )

## MOHILLA.

The Hon. Thomas Howe's Observations concerning Mohilla  
in the Nottingham, 1766.

| Th. 10th July | H. M. | Weather. | Winds.     | Course.                                    | K | F | Soundings                                                                                                                            | Remarks                                                      |
|---------------|-------|----------|------------|--------------------------------------------|---|---|--------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| 1.—           |       | Fair     | { S<br>SSE | NNW $\frac{1}{2}$ W<br>NbW $\frac{1}{2}$ W | 1 | 3 | —Fair weather and moderate breezes                                                                                                   |                                                              |
| 1.30          |       | .        | .          | N $\frac{1}{2}$ W                          | 1 | 3 | —At 1. P.M. sent 2 <sup>d</sup> mate a-head and in shoar to found.                                                                   |                                                              |
| 1.50          |       | .        | .          | .                                          | . | . | —no ground 50                                                                                                                        |                                                              |
| 2.—           |       | .        | .          | { NNW<br>NWbN }                            | 1 | 2 | 42 sand and coral, passed the SE Island off Mohilla (which is a small high rock) at about 2 cables length dist. in 42                |                                                              |
| 2.25          |       | .        | .          | NWbW                                       | 3 | 4 | 25 ditto                                                                                                                             |                                                              |
| 3.—           |       | .        | .          | .                                          | . | . | 25 ditto                                                                                                                             |                                                              |
| 3.7           |       | .        | .          | NWbN                                       | . | . | 20 black sand, at 3h. 7m. off the 1 <sup>st</sup> Rock about 3 cables length, 20 black sand kept standing along shoar at 1' dist. or |                                                              |
| 3.17          |       | .        | .          | D°                                         | . | . | 23 grey sand and shells,                                                                                                             | sometimes more, in from 23 to 35 fath with shells and coral. |
| 3.25          |       | .        | .          | NWbN $\frac{1}{2}$ N                       | . | . | .                                                                                                                                    |                                                              |
| 3.35          |       | .        | .          | D°                                         | . | . | 35 ditto                                                                                                                             |                                                              |
| 3.52          |       | .        | .          | D°                                         | . | . | 20 brown gravel and shells, then off the 2d rock about 1' dist.                                                                      |                                                              |
| 4.—           |       | .        | .          | D°                                         | . | . | .                                                                                                                                    |                                                              |
| 4.10          |       | .        | .          | NWbW                                       | . | . | .                                                                                                                                    |                                                              |
| 4.26          |       | .        | .          | NW $\frac{1}{2}$ W                         | . | . | 21 ditto                                                                                                                             |                                                              |
| 4.45          |       | .        | .          | .                                          | . | . | 17—opposite to the 1 <sup>st</sup> Town dist. 2'                                                                                     |                                                              |
| 5.—           |       | .        | .          | .                                          | . | . | 12. 11.                                                                                                                              |                                                              |
| 5.10          |       | .        | .          | NWbW                                       | . | . | 8—dist. off shoar 1 $\frac{1}{2}$ mile, haul'd off and in again soon after.                                                          |                                                              |
| 5.25          |       | .        | .          | .                                          | . | . | 8 came to anchor in 8 fath. mud.                                                                                                     |                                                              |

At 4<sup>h</sup> 45<sup>m</sup> abreast of the Bay before the 1<sup>st</sup> Town which the Natives call *Mō alle Mōjēny* in 17 fath. about two miles off; This is the largest Town on the Island standing on the NE. side of a Hill, with two other smaller Towns in the bottom under it; The Mosque (resembling an English brown Barn) the Gable-end to the NEward, is one of the marks for the Road. Standing along shoar at about 1 $\frac{1}{2}$  mile distance, shoaled gradually, to 8 fath. on which haul'd off, and in again soon after.

Bearings



## COMORO ISLANDS.

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## MOHILLA.

## Bearings of Points, &amp;c. in one.

|                                                     |       |        |
|-----------------------------------------------------|-------|--------|
| S E and S W Points of Mobilla . . .                 | W     | 25°—N  |
| S E Island and Inner S E Island . . .               | W     | 2. —S  |
| S E Point of Mobilla and 1st. Island . . .          | W     | 22.—N  |
| D <sup>o</sup> . . . and Ext. of two high Islands { | fr. W | 19.—N  |
|                                                     | to W  | 8.—N   |
| Inner S E Island and S E Point in one . . .         | W     | 1. —S  |
| The low Point near the King's Town in one with      | S     | 41. —E |
| The S E Point (qu.) . . .                           |       |        |

Bearings at anchor in 8 fath. mud, a little short of where the Cutter lay about a mile off shoar opposite to the Town of *Sohār*.

|                                                         |                                                                     |
|---------------------------------------------------------|---------------------------------------------------------------------|
| The Mosque of <i>Mō alle Mōojeny</i> . . .              | SbE                                                                 |
| The Mosque (close to the Sea-side, and like the former) | SbW                                                                 |
| The S E Island . . .                                    | SEbS                                                                |
| The Extr. of Mobilla . . .                              | { fr. SEbS 2-leagues.<br>to NW $\frac{1}{2}$ N $2\frac{1}{2}$ miles |

which are the proper bearings; but when had veered away a cable and half, shoal'd the water quick with hard ground and the rudder touched.—Hove in the Cable again and sent the second-mate to found in shoar and round the Ship's stern, her head being to the SEward; He found *rocks* and *shoal water* a stern and without us. Sent out the Kedge anchor to the Eastward; Took up the B. Bower and let it go again in 13 fath. mud.

In the forenoon had a fresh squall from the Seaward with much rain; when it cleared up again sent the Chief mate to found in shoar about the ship; he found *rocks* mixed with *mud* with *little water* on them, at about  $\frac{2}{3}$  of a Cable's length in shoar and *foul ground*.

∴ Mr. Hall, the second-mate's Journal, says SE $\frac{1}{2}$ S.



## MOHILLA.

*ground* at not a great distance all round the ship, except to the Eastward and SE.ward where he did not found.

Fr. 11.

Finding we could not get fresh provisions 'till I went ashore to the King, who had sent off that he was waiting for me, I went ashore leaving orders with the Chief mate to sound out to the Eastward, and if he found good ground to moor the ship with the small Bower, that way which was done in the Evening.

N. B. The chief mate's Journal says, " notwithstanding we  
" imagined ourselves to lye in a good *muddy* bottom, found on  
" *sounding* there was a number of *single large sharp rocks* in the  
" *mud* on some of which sounded, and had no more than 4 or 5  
" fath. water and the lead would then frequently fall off the rock,  
" 4 or. 5 fath. deeper 'till it was down in the *mud*.

" At 9<sup>h</sup>. A.M. Parted the S. Bower Cable and Kedge Hawser  
" immediately hove short on the B. Bower, as the Ship tailed  
" very near the reef; and found as it came in, it was much cut  
" in two places with the rocks, likewise found the S. Bower Cable  
" to have been cut with a rock.

" When the Ship swung to her B. Bower anchor,

|                                              |   |   |   |   |            |
|----------------------------------------------|---|---|---|---|------------|
| " The Easternmost <i>Rock</i> bore           | . | . | . | . | S 37° — E  |
| " and The NW part of <i>Mohilla</i> in sight | . | . | . | . | N 50. — W. |



## COMORO ISLANDS.

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## MOHILLA.

| S. 12th. | H.     | Weather. | Winds.        | Course.                           | K        | F | Soundings.                                                                                                                   |
|----------|--------|----------|---------------|-----------------------------------|----------|---|------------------------------------------------------------------------------------------------------------------------------|
|          | 1.     | Cloudy   | SSE           | .                                 | .        |   | At 2 $\frac{1}{2}$ P. M. Weighed and flood out, while we cut the B. Bower Cable (which was rub'd) and bent it again.         |
|          | 2.     | .        | .             | .                                 | .        |   |                                                                                                                              |
|          | 3.     | .        | .             | .                                 | .        |   |                                                                                                                              |
|          | 4.     | .        | EbS           | NEbN                              | 2        |   |                                                                                                                              |
|          | 5.     | .        | { SEbS<br>ESE | SWbS<br>NE                        | 1 2<br>1 |   | On turning to windward found the current sent us to leeward of the road.                                                     |
|          | 6.     | .        | .             | .                                 | 1        |   |                                                                                                                              |
|          | 7.     | .        | Variable      | N                                 | 1        |   |                                                                                                                              |
|          | 8.     | .        | .             | .                                 |          |   | At 6 P. M. <i>Mobilla</i> fr. SEbS } dist. 4' or 5'<br>to WNW }                                                              |
|          | 9.     | .        | S             | ESE                               | 1        |   | 30 coral rock                                                                                                                |
|          | 10.    | .        | .             | .                                 | 1 4      |   | 28. 30 d° Finding the ground all coral kept working to the SE. ward against the cur <sup>t</sup> all night with light winds. |
|          | 11.    | .        | .             | .                                 | 1 2      |   | 40. 42 d° Burnt a blue light                                                                                                 |
|          | 12.    | .        | SbW           | SEbE                              | 1 4      |   | 42. 45 coral                                                                                                                 |
|          | 1.     | Squally. | S             | ESE                               | 2        |   | 46. 48 At day light <i>Mobilla</i> fr. SEbS } dist 5'<br>to WbS } or 6'                                                      |
|          | 2.     | .        | .             | .                                 | 1 5      |   | no ground 50                                                                                                                 |
|          | 3. 5   | .        | Calm          | H <sup>d</sup> . N <sup>d</sup> . |          |   |                                                                                                                              |
|          | 6.     | .        | SSE           | SW                                | 1 2      |   | no ground 60                                                                                                                 |
|          | 7.     | .        | .             | .                                 | 3        |   | 50 and 25 coral rock. At 9 AM. the boats returned aboard.                                                                    |
|          | 8.     | .        | SEbS          | EbN                               | 3 4      |   |                                                                                                                              |
|          | 9.     | .        | SE            | SSW                               | 3        |   |                                                                                                                              |
|          | 10. 12 | .        |               |                                   |          |   | Lay to, and took on board the sick and tents.                                                                                |

At 10 A. M. *tacked* and endeavoured to fetch into the *watering* Place, which was at in *Winchelsea's* Voyage 1762. but not being able to fetch quite in? anchored about *half a mile* to leeward of it, in 15 fath. coral but the anchor coming home the Ship drove off the Bank.

The anchoring ground off the *Watering-place* is *coarse sand* with some coral.



Cap<sup>n</sup>. Walter Alve's Bearings by which the Chart of *Romania Strait* is constructed.

" Stat. on board the Ship at *anchor* where the anchor is marked.

|                                                                                     |                             |                                   |
|-------------------------------------------------------------------------------------|-----------------------------|-----------------------------------|
| <i>Island</i> A . . . . .                                                           | S 7° W                      | estimated distance $2\frac{1}{8}$ |
| B . . . . .                                                                         | S 5. E                      |                                   |
| C . . . . .                                                                         | S 2. W                      |                                   |
| D . . . . .                                                                         | S 23. E                     |                                   |
| E . . . . .                                                                         | S 21. E                     |                                   |
| F . . . . .                                                                         | S 61. E                     |                                   |
| G . . . . .                                                                         | S 48. E                     |                                   |
| N <sup>o</sup> most <i>Rocks</i> above water . . . . .                              | { fr. S 42. E<br>to S 46. E |                                   |
| S <sup>o</sup> most d <sup>o</sup> d <sup>o</sup> (E <sup>t</sup> . part) . . . . . | S 1. E                      |                                   |
| 3 <sup>d</sup> . <i>Point</i> on the <i>Main</i> . . . . .                          | S 27. W                     |                                   |
| 4 <sup>th</sup> <i>Point</i> d <sup>o</sup> . . . . .                               | S 44. W                     |                                   |
| N <sup>o</sup> . most <i>Land</i> in sight . . . . .                                | N 2. E                      |                                   |

This *Point* terminates a *Bay* formed by it and the 4<sup>th</sup> *Point*.

" Stat. on N<sup>o</sup> *points* of *Island* A (which are not above 100 yards dist from each other.)

|                                                |         |                                           |
|------------------------------------------------|---------|-------------------------------------------|
| <i>Island</i> . . . B . . . . .                | S 50. E |                                           |
| Easternmost Ext. of C and D in one } . . . . . | N 42. E |                                           |
| E . . . . .                                    | N 89. E |                                           |
| N <sup>o</sup> mt. <i>Rocks</i> & F . . . . .  | N 30. E |                                           |
| G . . . . .                                    | N 39. E |                                           |
| 1 <sup>st</sup> . <i>Point</i> . . . . .       | S 78. W |                                           |
| 2 <sup>d</sup> . <i>Do.</i> . . . . .          | S 83. W |                                           |
| 3 <sup>d</sup> . <i>Do.</i> . . . . .          | N 74. W | dist. by estiman. $\frac{3}{4}$ of a mile |
| 4 <sup>th</sup> . <i>Do.</i> . . . . .         | N 53. W |                                           |
| S <sup>o</sup> most <i>Rocks</i> . . . . .     | S 10. E |                                           |
| N <sup>o</sup> most <i>Point</i> . . . . .     | N 8. E  |                                           |

Stat. on 3<sup>d</sup>. *Point* of the *Main*.

|                                                                                     |          |  |
|-------------------------------------------------------------------------------------|----------|--|
| S <sup>o</sup> most <i>Rocks</i> . . . . .                                          | S 45. E  |  |
| N <sup>o</sup> Ext. of <i>Islands</i> C and E in one . . . . .                      | S 84. E  |  |
| <i>Island</i> . . . D . . . . .                                                     | N 74. E  |  |
| F . . . . .                                                                         | N 50. E  |  |
| G . . . . .                                                                         | N 60. E. |  |
| N <sup>o</sup> most <i>Rocks</i> . . . . .                                          | N 53. E  |  |
| 1 <sup>st</sup> . <i>Point</i> shut in with 2 <sup>d</sup> . <i>Point</i> . . . . . |          |  |
| 2 <sup>d</sup> . <i>Point</i> . . . . .                                             | S 60. W  |  |
| Outmt. <i>rocks</i> off it . . . . .                                                | S 47. W  |  |
| 4 <sup>th</sup> . <i>Point</i> . . . . .                                            | N 3. E   |  |
| The Ship at <i>anchor</i> . . . . .                                                 | N 27. E  |  |
| N <sup>o</sup> . <i>Point</i> . . . . .                                             | N 12. E  |  |

N. B. *Island* B not in sight from this Station.

" I only



“ I only estimated the *distance* from the *Island A* and the *Point* opposite or 3<sup>d</sup>. *Point*, which is the narrowest part of the *Strait*; I imagine it to be  $\frac{3}{4}$  of a mile, and the distance from the *Ship* to the *Island A*, I allow about  $2\frac{1}{8}$  miles and the *same* to the 3<sup>d</sup>. *Point*; all the rest of the *Islands*, &c. are placed where the *Bearings* taken at the different *stations* intersect.

“ A Chinese Junk that had kept us company for some days, bore away at the *Southern Entrance* of the *Strait*, and went *without* the *Islands* not above a mile or a mile and a half distant from them at *most*, I imagine she might draw 8 or 9 feet water at least.

“ Had only *once* sight of *Pedro Blanco* between the *Squalls* then it bore from the *Island A*. S 73° E distant by estimation about four leagues.

WALTER ALVES.”

I have myself passed through this *Strait* *twice*, but had no opportunity to make an *exact plan* of it; the whole coast is very *woody*, generally with a *sandy beach*. In the *Cuddalore* 1762, the *least* water I had was  $4\frac{1}{2}$  fath. except *one* cast, 4 fath. sand. In the *London* 1763, I had running down towards the islands, no less than  $4\frac{1}{4}$ , which was  $\frac{1}{4}$  less than what I had in the *Cuddalore*; but my soundings were *then sand*, and in the *London* they were *mud*.

ALEXANDER DALRYMPLE.



Ship *Pigot*. Capt. *George Richardson*, Dec. 1771.

In running down from *St. Paul's* towards *Java-Head*, from the month of September to the month of March, you ought not to fall in to the *Eastward* of *Java-Head*; because in those months you will find it difficult to get to the *Westward*; for on the *S<sup>o</sup> Coast* of *Java* the winds then blow constantly from the NW to W with a *strong current* setting to the *Eastward*. Our Company's Instructions particularly desire you not to fall in to the *Leeward*, that is to the *Westward*, without specifying the different times of the year; this led me into the error of falling in, 5<sup>o</sup> to the *Eastward* of *Java-Head*: by which I was *six weeks* after making the *Land*, until I got into the *Strait*, being obliged to stand to the *Southward* into the *Trade Wind*, to run down my *Westing*; in this course I made *Christmas Island*, at which I was very desirous of anchoring; I had both my boats in-shoar sounding for two days *all round the Island*, but without being able to find *anchoring ground*, having 55 fath. *hard-rocks* within a *cable's length* of the shoar; the *Island* all around is *steep to*, nor is there any *landing place* for a boat, except one in the NW part of the *Island*, which is a *small white Beach* resembling *sand*, tho' it is nothing but *white stones and coral*: the boats landed here, and brought off

K

a number



a number of *Land Crabs* and *Booby's*, and saw several *wild Hogs*, but did not discover any *runs of Water*. The *Island* is very fertile, abounding with *Trees* of different sorts, particularly *Coconuts* and *Limes*.

At Noon Lat. O. 10° 28' S.

*Christmas Island*. . . { fr. S½E } dist. off shoar  
                                          { to EbN½N } 4 or 5 miles.

After being fully convinced there was *no anchorage* I stood to the *Northward*, but was again hurled by the *currents* 20 leagues to the *Eastward* of *Java Head*, which obliged me a second time to stand to the *Southward*; and this time I run, by my reckoning 45 leagues to the *Westward* of *Java-Head* before I hauled to the *Northward*; and was 23 leagues to the *Westward* by my reckoning, when I made *Java-Head*; This was in the month of *December*, so that all ships bound to *Batavia*, at this season of the year, ought to endeavour to make the *Island Engano*, as the *Dutch ships* always do, who are generally late in the season. If bound to *Bencoolen* you ought, at this season of the year, to make the *Poggy* or *Nassau Islands*. But in the *SE Monsoon* you should fall in to the *Eastward* of *Java-Head*, and then you will have a commanding wind to *Bencoolen*.

Ships bound from *Batavia* to *Bencoolen* in the *NW Monsoon*, viz. from *September* to *March*, ought to make the *Sumatra Shoar* as soon as possible, and endeavour to work up along shoar with the *sea* and *land breezes*; you have good anchorage till you pass *Cockatore*; if you find any difficulty in working up along shoar, you may stand to the *SW* till you have got sufficient



SUMATRA.  
WEST-COAST.

( 35 )

sufficient *Westing*, so as to bring you into Bencoolen Road on the larboard tacks; small ships generally keep along shoar, taking shelter under *Fortune Island* or *P<sup>o</sup> Pisang*, till they get into soundings a little to the Southward of *Manna*, when they are sure of their passage by making the most of the *land winds*. In coasting along keep within 30 fathom, and don't come nearer then 10 fathom; off *Allas* there is a *long shoal*, 7 fathom close to it, which may be easily seen by the *breakers*. In going into *Marlbro' Road* you ought to keep near *Buffaloe Point* in 16 fathom; You anchor in *Marlbro' Road* in 10 fathom. bringing *Rat Island* to bear *South*.

On this Coast you ought not to moor, because your cables will be cut in one night, in case of a foul hawze, owing to the large sea, and the pitching of the ship, but it is proper to carry a kedge anchor, with two or three hawfers upon it to veer and heave in, in case of its bearing too much strain (which will be seldom the case) from the *land winds*; the kedge ought to bear NE from the bower-anchor, by this means the bower always rides you from the NW and SE Winds; these are the only winds which blow hard upon this Coast, particularly the NW.

I would recommend it to all Europe-ships, by no means to go into *Poolo Bay*, unless they loose their anchors or want to careen, as they are certain of loosing a number of men; especially in the *SE Monsoon*.

Com.

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• " On the W. Coast of *Sumatra*, during the NW Monsoon you have often SE Winds, and during the SE Monsoon you have NW Winds; so that a passage may be got at any time of the year, either from *Batavia* to *Bencoolen*, or from *Bencoolen* to *Batavia*, with a little patience and perseverance." Capt. Richardson.



SUMATRA.

WEST-COAST.

( 36 )

Com. John Watson, in Ship *Revenge*, 1762.

1st May. At 5 A.M. weighed from *Mew-Bay*.

4th. Got sight of *Sumatra*, and find we have a current setting to the Eastward.

6th. We were abreast of *Flat Point*, where we had Soundings two leagues off shoar.

7th. When about 3 miles from a *flat Point* on the *Sumatra* Shoar bearing about NbE, *Fortune Island* SE½S about 4 leagues distant, had Soundings from 41 to 27 fath. sandy ground; and in a Bay opposite saw a large Village which I imagine to be *Billimbing*,<sup>a</sup> the first English Settlement on this Coast, under the Resident of *Croëë*: I mention these Soundings as a Ship working into the Strait of *Sunda* might stop here in a Calm or little Wind.

N. B. Particular Bearings for this anchorage.

|                 |                |
|-----------------|----------------|
| Fortune Island. | SE½S dist. 10' |
| Sugar Loaf      | NE½E           |
| A low Point     | Nº Easterly.   |

*Keyser's Island* is very high and appears as part of the Main from the Southward or Westward; the high part shewing over the Land; when the High-Peak or Sugar-Loaf, bears Nº; *Keyser's Island* is in one with it; The Western Extreme of *Keyser's Bay* is pretty even and low, extending nearly W. to *Flat Point*; You have Soundings all along shoar at about six miles distance and between *Flat Point* and *Fortune Island*, which bears from it [about WNW] 4 leagues.<sup>b</sup> It is low and very woody, and is about a mile in diameter.

FLAT POINT.

FORTUNE ISLAND.

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121.

As

<sup>a</sup> This is not *Billimbing* but probably *Binnang*.

<sup>b</sup> The distance is not so much by *Whalsfeldt's Plan*, the bearings omitted by *C. Watson* are added from that Plan.



SUMATRA,  
WEST-COAST.

( 37 )

As you sail to the NW the Land is *low along shoar*, and within *two miles* of the *flat Point* before mentioned had 28 fath. *sandy ground*.

P<sup>o</sup> PISANG.

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122.

9th. We were off P<sup>o</sup> *Pifang* but not being acquainted whether there was anchoring ground about the *Island*, or in the *Bay* of *Croëë* durst not venture in; at 5 PM. sent the Cutter away to examine the *Bay* and to sound; but it did not return 'till 7 next night. Sent Lieut. Ward in the Barge manned and armed in quest of the Pinnacle, and to sound round the *Island* and discover if there was any anchoring; he returned about 9 PM. two hours after the Pinnacle, and on comparing both their accounts, resolved to run in, to the *Southward* of the *Island*, in the morning.

Stood in NW for the *Island*, keeping the Lead going; had *no soundings* 'till we were within a *quarter of a mile* of the *SE side* of the *Island*; first cast 40 and shoalen'd regularly to 16, where we anchored and moored. Then

|                                                                                     |                        |
|-------------------------------------------------------------------------------------|------------------------|
| The Extremes of <i>Sumatra</i> . . . . .                                            | { from SSE<br>to WNW½N |
| <i>Sillaloo Rock</i> at CROËË . . . . .                                             | SE½E                   |
| The extremes of P <sup>o</sup> <i>Pifang</i> . . . . .                              | { from SW½S<br>to WNW  |
| The <i>Rocks</i> about 50 yards off the SE part of the <i>Island</i> bore . . . . . | SWbS southerly         |

distant from the *Main three quarters of a mile* and from the *Island three Cables Length*.

C R O Ë Ë.

CROËË.

P<sup>o</sup> *Pifang* is at the foot of *Mount Poogong*, a very remarkable *Mountain*, its Lat. 5° 6' S°. You may ride very safely under the *Island* from a NW wind; I had

L

not



SUMATRA.  
WEST-COAST.  
CROËË.

( 38 )

not time sufficient to examine the passage between the *Island* and *Main*, but have been told a Dutch India-man came in that way and kept close to the *Main*. I found the water *very shoal* and *foul* a little to the *Northward*, having sometimes 4 then 3 fath. in *spots* of coral rocks, which you can plainly see; This continues 'till you open a *small Rock* (on which stands a *single Coconut Tree*) with the *Island*, when you have 10 fath. and deepen quickly to 18. and you have that depth NW from the *Island*; There is a *Range* of *Rocks*, a little to the *Northward*, midway between the *Island* and *Main*, about one mile from each, the Sea generally breaks high upon them; I found 18 fath. close to the *Southward* of them, 21 to the *Westward* and 12 to the *Northward*, the last foul ground: between the *Breakers* and *Sumatra Shoar*, I got upon a *Bank* in the middle of the channel, the *Breakers* bearing about S<sup>o</sup> or SbE on which was only 2 fath. coral rock; if there is any channel, it must be between this *Bank* and the *Main*.

From where the Ship lay to the *Main* we had regular soundings, having 8 fath. close to the *Rocks*.<sup>a</sup>

A small ship may pass the channel, keeping about two cables length from the *Island*, either to come in from the *Northward* or to pass out.

I found Soundings all round the Bay, at about a quarter of a mile distant from the shoar, depth 35 fath. and in the bottom of the Bay you have soundings at a greater distance.

You

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<sup>a</sup> An old Plan of *Croë Bay*, lays down a small shoal between P<sup>o</sup> *Pisang* and *Croë* but, that old Plan is so bad, it is impossible to transfer the shoal into C. Watson's Plan.



SUMATRA.

WEST-COAST.

CROËË.

( 39 )

You will see a *Rock* in the *bottom* of the *Bay*, which appears as an *Island*; it is called *Sillaloo*; <sup>a</sup> about 2 Cables length off it, is *foul ground* 10 fathoms, and then *sandy soundings* to 54 fath. about  $\frac{3}{4}$  mile off shoar; this is a good and safe place to anchor in the *Eastern Monsoon* being well sheltered by *Carang Pingan Point*; off this *Point* you have no soundings two Cables length from the *Breakers*.

When *Mount Poogong* bears  $N\frac{1}{4}W$  it is in one with *P<sup>o</sup> Pisang*.

Here is *Croëë*, an *English Settlement*, and at high water a Pinnacle can go into a little River, which empties itself close to the *Northward* of *Sillaloo Rock*.

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C A W O O R.

CAWOOR.

May 17th. At 6 AM. weighed and sailed along shoar, but had [no] *soundings* at 3 miles distance from the shoar; tho' I believe there may be *soundings* in the *deep Bays* we passed; for *Carang Pingan Point Poogong Point* and *Tanjong Siuater* <sup>b</sup> are low and woody; having, nearly the same appearance as you come from the *Eastward*, and form *deep Bays*.

20th. At 3 PM. anchored in *Carwoor Road*; in sailing from the *Southward* we had *soundings* off the *Eastern Point*, about  $\frac{1}{2}$  a mile from the shoar, 40 fathoms; and 20 close to the *Breakers*: We stood into the *Bay*, shoaling to 15 fathoms, where we anchored opposite to the *Factory*, and had the following bearings,

|                           |     |                            |
|---------------------------|-----|----------------------------|
| Eastern Extream . . . . . | SbE | $1\frac{1}{2}$ distance.   |
| Western Extream . . . . . | WNW | about $3\frac{1}{2}$ miles |
| Factory House . . . . .   | ENE | about 1 mile               |

I did

<sup>a</sup> Wahlfeldt calls it *Salallee*, but *Sillaloo* is the true name.

<sup>b</sup> Wahlfeldt calls it *Tanjong See Cattee*; the name is *See Cattee*.



SUMATRA.  
WEST-COAST.  
CAWOOR.

( 40 )

I did not examine the *West* side of the *Bay*; if the soundings are good and *clear ground*, a vessel might be well sheltered under it from the NW Winds.

Your Boats go on shoar to the *Factory* between two coral banks, having *Breakers* on each side, the *Passage* is very narrow; and about 100 yards to the *Westward* of the *Factory*, you will see a small *black Rock*, on the *Western Bank*, which you pass very near, keeping it on your *left hand*.

The Coast, from *Carang Pingan* to *Seycoon*,\* (the *West Point* of *Carwoor*.) I judge, from the bearings of the *head lands* as I passed, to lie about NWbW and SEbE.

21ft. At 6 AM. weighed, and steered out to the *Westward*, had *regular soundings* from 17 to 42 fathoms *sand* and *shells* a little without the Bay, then lost *soundings*.

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M A N N A.

MANNA.

May 24th. We steered NWbW along shoar; about 4 or 5 leagues to the Eastward of *Manna*, you will observe *red Cliffs* bearing about NE at the same time *Manna Point* bore NW, it is very remarkable, being a *small Hill* with *Palm Trees* growing on it like *Sumerheads*; we had *no soundings*, with 50 fathom of line out, 'till we got within 2' of *Manna Point*, then 14 fathom, 9. 9. *clay ground*; being about 1½ distance from the Point, hauled out WbN [into] 14 fathoms, as we heard that a Reef run off from *Manna Point* above a *mile*, and that you must keep in 14 fathom to round it; steered

\* *Secooniet* is the true name. Wahlfeldt names this *Point*, *Bandar Point*; the Town to the westward *Secooney*, It is named *Secooniet*.



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WEST-COAST.  
MANNA.

( 41 )

steered NW, At 8 P.M. anchored in 14 $\frac{1}{2}$  fathom: At day light had

The Extremes of Sumatra . . . } fr. E $\frac{1}{2}$ N  
to NNW

Found here the *Nancy Ketch*, belonging to the *Company*, Captain Kleghorn, loading *Pepper*, she saluted us with 7 Guns returned 5.

At 9 A.M. weighed; you have soundings from hence to *Fort Marlborough*, from 10 to 30 fath. water, according to your distance off shoar; Lat. of *Manna* 4° 30' S.

24th May. In the morning, the wind NE, steering NNW along shoar in 14 fathom water distance about 2' from the shoar, came on a *Bank*; had 9 fathom *Rocks*, bore away WbN, and had next cast 15 fathoms; sent a boat away to examine this *Bank*, they found it extend along shoar about  $\frac{1}{4}$  mile and very narrow, the least water upon it 7 fathoms; and in shoar 12 fathoms *soft ground*, and 7 fathoms near the shoar. This [Bank] lies off a *low Point*, about 4 miles to the *Eastward* of *Buffaloe Point* which is the *Extreme* in sight, bluff and very thick with Trees, when about 5 or 6 leagues off shoar here you lose soundings."

[From *Buffaloe Point* to *Manna Point* is 10 or 11 leagues, it has been a very erroneous opinion that there are no Soundings to the Southward of *Buffaloe Point*, for the *Somerset* had good and regular Soundings between that and *Manna Point*, from 12 to 30. 40, 60. and 70 fath. sandy ground, where you may anchor if occasion requires; but when past *Manna Point* to the SE, between that

M

and



SUMATRA.

WEST-COAST.

MANNA.

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BENCÖOLEN..

( 42 )

and P<sup>o</sup> Pisang, they got *no ground*: N. B. Here runs a great swell on the shoar.] (M. S. Author unknown.)

B E N C Ö O L E N.

“ 25th May, In the Evening, standing in from the *Westward*, between *Rat Island* and *Buffaloe Point*, kept a good look out for a *Bank* laid down in one of my Charts;

At Sun set

|                                    |           |                         |
|------------------------------------|-----------|-------------------------|
| <i>Rat Island</i> bore             | • • • • • | N <sup>o</sup> Westerly |
| <i>Buffaloe Point</i>              | • • • • • | NE½E                    |
| The Ships in <i>Bencoolen Road</i> | • • • • • | NbE                     |

Depth 27 fathom.

Sent a boat to keep a head of the ship, and make signals if she came into shoal water, we steered NbE with a light breeze at WNW.

At ½ past 6 observed the boat to make a *signal* for *danger*, had then 25 fathoms, prepared to tack; next cast had 13 fathom *Coral Rock*; put about, had 8. 6. Bore away SbW as we came on, had 10. 13. 15. 20 fathom *soft ground* then steered EbN.

The boat bore about NE from us half a mile, and had 4 fathoms; and, in a cast or two, was in 16 and 18 fathom *hard ground*, then 20 *soft*; it was then dark but we could distinguish.

*Buffaloe Point* to bear . . . ENE, and judge.

*Rat Island* to bear about . . . NbW.

Mr. White, Chief Mate of the *Osterly*, told me he had sounded all over this *Bank*, but found no where less than 4 fathoms upon it all *coral rock*.<sup>a</sup>

We

<sup>a</sup> Vide Introduction P. 20.



SUMATRA.

WEST-COAST.  
BENCOOLEN.

( 43 )

We work'd all night between this *Bank* and *Buffaloe Point*, keeping between 12 and 18 fathom.

At 6 AM. anchored in the *Road*; found riding here the *Osterly* Indiaman *Capt. Vincent*, who saluted us with 11 Guns and we returned 9, the Company's Ship *Prince-Henry Pacquet Reynolds*; and *Adriana Snow*, *Ring-Rose*, the *Fanny*, *Parkinson*, was at *Poolo*.

When anchored

|                               |                        |
|-------------------------------|------------------------|
| The Flag-staff bore . . . . . | EbN.N <sup>y</sup> .   |
| Rat Island . . . . .          | SW.S <sup>y</sup> .    |
| Sugar Loaf . . . . .          | NE $\frac{1}{2}$ E.    |
| Buffaloe Point . . . . .      | SbE $\frac{1}{2}$ E in |

11 $\frac{1}{2}$  fathom water muddy ground

The Land between *Manna* and *Buffaloe Point* I judge to be about NW&SE.

Off *Buffaloe* and *Poolo Points*, lye two dangerous *Reefs*, on which the water *breaks* sometimes, We failed without them, and had the following bearings when about half a mile distance from the Northernmost, (viz.)

|                                                            |                                         |
|------------------------------------------------------------|-----------------------------------------|
| Rat Island . . . . .                                       | N 6° W distance about 7 miles           |
| The Ships in Bencoolen Road . . . . .                      | N 10. E                                 |
| Sugar Loaf . . . . .                                       | N 34. W                                 |
| N. Extreme of Shoal . . . . .                              | N 15. E                                 |
| The South Extreme in one with <i>Poolo Point</i> . . . . . | N 58. 30'E. dist. off shoar abt. 2 or 3 |

*Breakers on the S<sup>o</sup> Shoal* being about SE. distance about 3 miles depth. 29 fathom soft mud.

And a high swell on a shoal { fr. N 45. W } distance about 3 or 4  
without, bearing { to N 82. W } miles

When *Poolo Point* bears N 76° E, you are to the Northward of the N<sup>o</sup> Shoal.

The *Passage* between *Buffaloe Point* and this *Bank* is very safe and 4 miles wide, and the same between it and *Rat Island*.

The



SUMATRA.

WEST-COAST.

BENCOOLEN.

( 44 )

The *best* anchoring in *Bencoolen Road* is mid Channel between *Rat Island* and the *Breakers*, for near *Rat Island* the water is *deeper* and *foul ground*; There is an *inner Road*, within the *N<sup>o</sup> and S<sup>o</sup> Breakers*, which has 5 fathom water, where *Sloops* and *Snows* sometimes run into for the convenience of loading and unloading; it being near 3 miles for Boats to go into the *great Road*.

The following directions for Boats to enter the *N<sup>o</sup> and S<sup>o</sup> Channels*, may also serve for other Vessels, they keeping mid Channel, the *Southern Channel* is *narrowest* but has the *deepest water*.

The marks for going through the *N<sup>o</sup> Channel* (which is to be chosen with the Winds *Northerly*) is to bring the *Sugar-Loaf* and *Rat Island* NE and SW, then steer in, keeping the *Sugar-Loaf* so, and this will carry you in mid Channel between the *North* and *South Breakers*, soundings 4 fathoms.

When the *Southerly* winds blow the *South Channel* is preferred, which is round the *South Point* of the *South Breakers*, and between them and the *Breakers* on the *shoar*.

In going on *shoar* from your Ship keep the *Company's Hospital*, which is to the Southward, on your *Starbord-bow* or *right ahead* till you come near the *Shoar* or *South Point* of the *Rocks*; then you will have the *Channel* open and the *S<sup>o</sup> Breakers* without you; then steer *right in* for the *Sugar-Loaf* keeping nearest the *Breakers* from the *shoar*, until you have the *Fort* on your *beam*, then steer in, for the *Carang* or *Landing Place*; The passage into it lies close to a *Bluff Red Point* with a *Grove of Trees* on it, then



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( 45 )

WEST-COAST.  
BENCOOLEN.

then keep to the *Westward* to the *Landing Place*; about 150 yards without the shoar lies a *ledge* of *Rocks* from the shoar, which keeps it safe for boats even in a strong NW wind.

*Fort Marlborough* has *two* of the *Bastions* entirely demolished and the others much shaken; but the *Curtains* are entire; the French did this and burnt all the houses: The country looks very pleasant and, if properly cultivated, fit to produce every thing both for profit and pleasure; it is now esteemed very unhealthy.

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SILLEBAR RIVER.

SILLEBAR RIVER lies in the bottom of a Bay about 10 miles to the *Southward* of *Marlborough*; it would be much more convenient for fixing the settlement there, as your Ships would then ride in safety in *Poolo Bay*; which is secured from all winds, and where you can with great ease *careen* and *refit* your ships close to the shoar, and sail out readily; the Country about *Sillebar* might be easily cleared, and would soon pay the expence of clearing it, as it is a very *rich soil*, and on both sides the River fine *plains*, the fittest on the Coast for producing Sugar Canes; and, having the advantage of Water-Carriage to your Settlement, must create a great plenty of every thing, especially amongst such lazy people as the *Malays*, who hate to bring any thing from a distance; and another great advantage would be the safety and expedition in loading and unloading Ships.

N.

It



SUMATRA.

( 46 )

WEST-COAST.  
SILLEBAR RIVER.

It has been objected that the *Country* thereabouts, and particularly *Poolo*, is very *unhealthy*, yet we had a *Residency* at *Sillebar*; and the Gentlemen kept their healths very well; and I have been assured by *Doctor Stevenson*, a Gentleman who has resided many years on this Coast, and has carefully considered the *Country* about *Sillebar*, that he thinks its situation very healthy, and that the *Water* is *extremely good*; at *Poolo* there is a general complaint against the *water*, but Ships can be much easier supplied with *water* from *Sillebar* than they can from *Marlborough*.

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June 20th, At 7 A.M. weighed from *Bencoolen Road* and stood to the *Northward*.

POLLEY.

The next settlement to *Marlborough* is *Polley* distance about 7 leagues.

LAYE.

The next settlement to *Polley* is *Laye*; the *soundings* are regular off it; when

The *Sugar-Loaf* bears . . . . . Ebn in 9 fath.  
Then *Laye House* (situate in a small Bay) in one } NE 1/4 N  
with *Goonang Songey Tenan* . . . . .

CATTOWN.

The next <sup>a</sup> Settlement to *Laye* is *Cattown*; its Latitude about 3° 20'. S. <sup>b</sup> off this Place you have very irregular Soundings, *rocky ground* for 7'. or 8'. off shoar, and *Breakers*, a little to the *Northward*, near one mile from the shoar, *Sablat* is next, and subordinate to the former.

SABLAT.

The

<sup>a</sup> An old Draught of this Coast, says " *Laye* is well known by a *green Platt*," to the Southward of it; this Draught also describes the first *red cliff* between *Polley* and *Laye*.

<sup>b</sup> This Latitude seems to be erroneous, it is made by *Wahlfeldt* 3° 30'. S. The old Draught agrees with him in Latitude; it mentions a *white Cliff* like a *Castle* to the Southward of *Cattown*.



SUMATRA.

WEST-COAST.

IPOE.

( 47 )

The next settlement is *Ipoë*, between this and *Cattown* you have *no soundings* 4 leagues from the shoar, and when you get *soundings*, you shoal your water very quick to  $\frac{7}{8}$  fathom *hard black sand* above 3 leagues from the shoar." \*

[To the SW. of *Ipoë*, there lies a *Bank* of *foul ground*, joining to the shoar and extending itself near 2 leagues into the Sea, you will find *upon it* from 6 to 10 fath. *coarse coral ground*; on the *outer edge* of it there lies a *Coral Rock*, SW b S 2 leagues from *Ipoë*, with no more than 14 feet water *upon it*, on which the *Swallow-field* struck, you will have from 8 to 16 fath. *all round it*, but come no nearer than 10 fath. it being *very steep*; and but a *very little way off* 30, 40, 50, fath. water and then *no ground*. But observe when you bring *Ipoë* NE b E you are past the *Bank*, that is, to the N<sup>o</sup> ward of it, and may safely stand into *Ipoë Road*, where you see, a little to the Southward of you, *three Red Cliffs* like *Country Boats*, and *three Green hills* if clear, the *middlemost* of which is that where the *Old Paggar* stood, bearing NE b E, large ships should come no nearer to anchor here than 9 or 10 fath. the Road being there *much clearer*, within is *shoal water* and *foul ground*.

Between *Ipoë* and *Bantall* are 3 Rivers, the first called *Ayer Ruttah*, the second *Ayer Etam* and the third *Triamong*.

*Bantall*

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\* The old Draught mentions two *white* and *seven red cliffs*, to the Southward of *Ipoë*.



SUMATRA.  
WEST-COAST.  
BANTALL.

( 48 )

\* *Bantall* lyes in a deep Bay, you may stand into what depth you please after past *Ipoë*, and keep the *Soundings* off the shoar, from 15 to 7 fath. you will find good ground and even *Soundings*; and, in crossing the Bay for *Bantall*, you will see a small *Red Cliff* (which is the N<sup>o</sup>. Point of *Triamang River*) pretty low, and near the water's edge, which is the only *Red Cliff* discernable between *Moco-Moco* and *Ipoë*, which when you see, you are certain where you are; and then look out for *Bantall River's Mouth*, which as you advance to the *Northward*, you will see if you keep in 6. or 7. and 8 fath. as you may safely do, and a little to the *Southward* of some stragling Pines, you will see the *Houses* and *River's Mouth*; a little to the *Northward* of which you will discover two *White Cliffs*, which in the offing appear very much like *boats sails*, these marks, if clear, you will see a considerable way, and what you may depend on in knowing the place by, in case you can see no other.

It is a very good *Road* to anchor in, when you have

The *River's Mouth* . . . . . NE

And the two forementioned *White Cliffs* . . . . . NNE.

you are in the best of the *Road*, and may anchor from 8 to 6 fath. good *sand* and *ouzey* ground.

About 4 leagues NW. from hence lyes *Ayerdicket*,<sup>b</sup> it has a large Bar, which renders it impassable for Boats, when you are near in, you will see the opening of the *River*, which you may easily discover by a parcel of *tall Trees* that stand thicker on each side of the *River* than any where else.

About

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\* The old Draught marks *red Cliffs* to the *Southward*, and two *white Cliffs* like *Boats* to the *Northward*, and mentions a *tall white Tree* to the *Northward* of *Bantall River*. *Wahlfeldt* marks a *Flag* at *Ipoë* midway between *Sablat* and *Bantall* but none at *Bantall*.

<sup>b</sup> *Ayerdicket* in some Journals is called *Fredickett*.



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WEST-COAST.

MOCO-MOCO.

( 49 )

About 3 leagues NW of *Ayerdicket* lyes *Moco-Moco*, along shoar all the way between the two places is *white sand*, and generally a great swell heaving in upon the shoar. A little to the *Northward* of *Ayerdicket* you will see a *bluff point* full of Trees, called *Buffaloe Point*, and you must be sure, if bound to *Moco-Moco*, to keep that well on board, that is, round it in 6 or 7 fath. which you may do without the least apprehension of danger, otherwise you may miss your Port, and after you are about it, you will see a *tall Tree*, which stands a little to the *N<sup>o</sup> ward* of the *River's Mouth*, at first, appearing like a *Flag-staff*, to the *S<sup>o</sup> ward* of which, as you open the Bay, you will next see a *long House*, which makes like a *Row of Buildings*, being the *Dattoo Buguesses house*, then look out for the *Flag-staff* and *Paggar*, which you will not see till shot well to the *Northward*, you may at pleasure, anchor in *Moco-Moco Road*, in 6. 7. to 10. 11 or 12 fath. *soft ground*, with the *Flag-staff* from NE b E to SE b E. according to the *Monsoons* for conveniency of Boats coming aboard and going ashoar.

As you sail along shoar, *Moco-Moco* appears in the bottom of a *small Bay*; on each side of the Bay stands a *row of tall Pines*, which makes the two extremes appear *bluff*; in a morning, if not very clear, you can hardly see *houses* or *Factory* 'till the *Sun* is 3 or 4 hours above the *land*, by reason of the *Shade* the Land and Trees make that stand on the back side of it.

O.

N. B.



SUMATRA.  
WEST-COAST.  
MOCO-MOCO.

( 50 )

N. B. About 3 leagues WNW from the *Flag-staff* is *foul ground*, as *rocks and sand*, by which, coming from the *Northward*, may know you are near *Moco-Moco*, in case you have not an opportunity of seeing the *Flag-staff*; soundings upon it from 35 to 18 and 11 fath. and doubtless less, as the sea *breaks* very high coming from the *Northward*,] (M. S.)

{ *Moco-Moco* <sup>a</sup> is in Latitude 2° 37', S. when at anchor in the *Road*.

|                                                                                 |                     |
|---------------------------------------------------------------------------------|---------------------|
| The <i>Flag Staff</i> bears                                                     | EbN                 |
| The <i>Burning Mountain</i>                                                     | NbE $\frac{1}{4}$ E |
| A remarkable <i>Peak</i> to the <i>Southward</i> of the <i>Burning Mountain</i> | NE $\frac{1}{4}$ E  |
| Distance from the shoar 2 $\frac{1}{2}$ miles.                                  |                     |

As you come from the *Southward*, you will see a large *opening* which is *Mandoota River*, and you must anchor near it, as the Mouth of *Moco-Moco River* is near this and *three miles* to the *Northward* of the *Flag-staff*.

P.  $\frac{50}{87}$

The *Qualo* or *Bar* is very dangerous.} <sup>b</sup>

25th. In working to the *Northward* and standing in shoar, at 6 in the Evening being about 4 leagues off shoar, had no *soundings* with 40 fathom of line out; At 7 having run *four miles* on a NE Course had *soundings* 31. then 17, then 12 and shoalend a fathom every cast 'till we tacked; this is in about 3° 12.' Lat. or 3° 16.' having had a good observation at Noon.

POGGY, OR  
NASSAU ISLANDS.

26th. We made the *Poggy* or *Nassau Islands*, they appear *high* to the *Northward* like *little Islands*, but as you

<sup>a</sup> The old Draught mentions *Moco-Moco Point* to be very bluff, it lyes to the *Southward* of *Moco-Moco*; *Moco-Moco* may be known by tall *Pine Trees*.

<sup>b</sup> Between { } is from C, Watfon's MS. but does not appear to be from his own observations.



# SUMATRA.

WEST-COAST.  
POGGY ISLANDS.

( 51 )

you approach, you make them join, and see the *Land* to the *Southward*, lower and more even; and *two Islands* to the *Southward* are pretty even: At Noon had a good Observation, the Latitude  $3^{\circ} 10'$  S. and had the following Bearings.

|                                       |       |                                         |
|---------------------------------------|-------|-----------------------------------------|
| The Northern Extreme of <i>Nassau</i> | . . . | NW $\frac{1}{2}$ W dist. abt. 7 leagues |
| The Southern Extreme                  | . . . | SW $\frac{1}{2}$ S 5 leagues            |
| One small Island                      | . . . | SSW $\frac{1}{2}$ W                     |
| The other, being the least            | . . . | SbW $\frac{1}{4}$ W 5 leagues           |
| The Volcano over <i>Ayer Raja</i>     | . . . | NNE Ey.                                 |

Saw the *Sumatra Shoar* distance abt. 10 leagues

Saw an *Entrance* or *Passage*, abt. one mile over WSW

The S<sup>e</sup> side, of the *Entrance* is a *Bluff Point*

The NW side, not high but full of *Trees* distant 4 leagues

There are very deep Bays in this *Island*, land-lock'd with good anchor-ground and steep to the *Shoar*, that at some places a Ship of the greatest burthen may haul so near the *Cascade* as to fill her water with a hose; It produces *Rice*, *Coconuts* and a little *Swallow*. The *People* are different from the *Malays* but civil; you may see these *Islands* from *Indrapour Point*, bearing about SW  $\frac{1}{2}$  W and NE  $\frac{1}{2}$  E from each other, distant about 12 or 14 leagues.

P.  $\frac{51}{89}$

INDRAPOUR Pt.

28th. Having had the winds favourable in the night we passed *Moco-Moco*, and in the morning had the Wind *Southerly* which determined me to push on.

At Noon were passed *Indrapour Point* which is very remarkable, being woody and low, forming a deep Bay as the *Coast* then lyes to the NE; its Latitude is  $2^{\circ} 19'$  S.\* You have deep water off this *Point*; Here commences the *Dutch Districts*.

The

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\* Wahlfeldt makes it about  $2^{\circ} 10'$  S. and the Dutch Plan of *Indrapour* (by the Lat. of P<sup>o</sup> *Bringen* and its distance) abt.  $2^{\circ} 12'$  S.



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WEST-COAST.

AYER-RAJA

( 52 )

This day at  $\frac{1}{2}$  past 1. P.M. anchored in  $5\frac{1}{2}$  fath. soft clay ground in *Ayer-Adja* [Ayer-Raja] Road a Dutch Settlement,

|                                                                  |                                                |
|------------------------------------------------------------------|------------------------------------------------|
| The Flag-staff at the mouth of the River                         | EbN N <sup>o</sup> dist. abt. 2 <sup>o</sup> . |
| The Volcano                                                      | ENE $\frac{1}{2}$ N                            |
| Indrapour Point S <sup>o</sup> extreme                           | S $\frac{1}{2}$ W                              |
| P <sup>o</sup> . Bringen                                         | W $\frac{1}{2}$ N                              |
| The N <sup>o</sup> . extreme, which appears like a small Island, | NNW $\frac{1}{2}$ W                            |

In standing into the Bay had sandy ground from 20 to 10 fath. afterwards clay: As you round Indrapour Point you will see a remarkable round hill, near the water-side, covered with wood and appears black and longer than any near the shoar, which is about 4 miles to the Northward of the Rivers Mouth; <sup>b</sup> If you steer N<sup>o</sup> and N  $\frac{1}{2}$  E from Indrapour Point it will lead you into the Road in 8 fath. water,

|                                  |                   |
|----------------------------------|-------------------|
| P <sup>o</sup> . Bringen bearing | W $\frac{1}{2}$ N |
| and The Flag-staff               | E                 |

The Dutch Ships anchor farther out in 14 or 16 fath. that they may be able to clear Indrapour Point, if they cannot ride in a NW wind.

The Paggar or Settlement is two miles up the River, and not to be seen for the woods; by the Flag-staff are two or three little Bamboe Huts; Mr. Challier is Resident; the Dutch have had no Trade with the Natives these six months.

At 10 A.M. weighed and worked to the Westward: Now the Navigation is troublesome and dangerous, on account of the many Shoals and Sunken Rocks in the passage:

<sup>a</sup> In the Dutch Plan called P<sup>o</sup>. Ringe.

<sup>b</sup> This seems to be what the Dutch Plan calls 'T. Verkensberg and Van Keulen Raja.



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( 53 )

WEST COAST.

passage: We continued plying to the Northward all day, working between 7 $\frac{1}{2}$  and 16 fath. observed a shoal to the Northward appearing to lye 2' or 3' from the shoar, which by standing in-shoar we brought in one with the N<sup>o</sup> most Extreme of Land appearing like a high small Island and a remarkable bluff Point appearing nearly the same either from the Northward or Southward.

When the Shoal is in one with this point it bears NNW $\frac{1}{2}$ W and SSE $\frac{1}{2}$ E. And bears from P<sup>o</sup>. Bringen . . . N 64 $^{\circ}$  E.

Distance 16 miles:

Sometimes in hazey weather this Shoal does not break; but I think the foregoing bearings are sufficient to direct you when near that danger. You have 15 and 16 fath. 4' or 5' to the Westward of it.

Latit. of P<sup>o</sup>. Bringen is . . . 2 $^{\circ}$  0'. S. nearly  
and of P<sup>o</sup>. Tellore . . . 1. 40. S. and  
they bear from each other . . . N b W  $\frac{1}{2}$  W and S b E  $\frac{1}{2}$  E  
nearest, whereby we may estimate their distance which will be 7 leagues.

In the morning, after working all night between 16 and 25 fath. had the following bearings:

|                                            |                     |
|--------------------------------------------|---------------------|
| P <sup>o</sup> . Bringen . . . . .         | S <sup>o</sup>      |
| Tree Island . . . . .                      | SSW $\frac{1}{2}$ W |
| P <sup>o</sup> . Tellore, or and . . . . . |                     |
| A sand in one with Breakers . . . . .      | NW $\frac{1}{2}$ W  |
| P <sup>o</sup> . Ayer, or . . . . .        | NW $\frac{1}{2}$ W  |
| Volcano . . . . .                          | E $\frac{1}{2}$ N   |
| Breakers . . . . .                         | SW $\frac{1}{2}$ W  |
| Another which broke but seldom, . . . . .  | W $\frac{1}{2}$ N   |
| 24 fath. dist. from the shoar abt. 6 miles |                     |

The Extremes . . . . . { fr. NNW  $\frac{1}{2}$  W  
to E  $\frac{1}{2}$  S dist. 8 miles.  
P<sup>o</sup>. Bringen when in one with Tree Island W b N  $\frac{1}{4}$  N and E b S  $\frac{1}{4}$  S  
The first Breakers when in one with P<sup>o</sup>. } SSE  $\frac{1}{2}$  E  
Bringen bears . . . . .  
And when Tree Island bears . . . . . S b E Sy. it is in one with the same.

PADANG

\* In the Dutch Plan called P<sup>o</sup>. Tello. It should be Telloor, which signifies an Egg.  
Qu. N.W  $\frac{1}{4}$  N.



P A D A N G.

This is the *Head-Settlement* belonging to the *Dutch*, governed by a *Director* and Council, and usually about on the Civil and 80 Military.

The *Fort* is situate within 40 yards of the *Bank* of the *River*, being a *Square* with *four Bastions* of *stone*, and the *Walls* about 9 feet high, the two *Bastions* in the *Front* or next the *river*, mount 8 guns in each *Face*, and 2 guns in the *Flanks* that cover the gate, or which open to the *River*, in the other *Flanks* but *one*, and in the *Faces* of the other *two Bastions* only *two* guns; it is surrounded, except to the *River*, with a *Wet-Ditch* about 4 or 5 yards over, and from 4 to 6 feet deep: The *Curtains* are each about 40 *Geom. Paces*, and the *Faces* of the two *Front-Bastions* about 9 paces, and the *Faces* of the other two *Bastions* about 8 paces each. The *Powder Magazine* lyes near the extreme or upper *Bastion*, one of its *Walls* being part of the curtain; The *Curtains* are built round with *Houfes* and are about 18 inches thick of *Brick*. On the area stand The *Governor* and The *Second's Houfes* which are large and commodious.

On the opposite or *South side* \* of the *River* are high mountains, which extend to the *mouth* of the *River*, from whence you may see every thing in the *Fort*, and are not above 300 yards distant, so that they may easily be expelled by *Musquetry*; between the *Fort* and the *mouth* of the *River*. The *Company* have their *Garden-Houfes*, but the *Ground* to the *Northward* is low and *marshy*; And up the *River* the ground is *dry* and a *fine soil* and would be a more healthy and pleasant situation for *Habitations*.—It is *shoal water* for near

two

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\* N. B. This implies that the *Fort* is on the *North* side, but the *Plan* in *Van Keulen* places it on the *South* Side of the *River*; it is on the *N<sup>o</sup>* Side.



## SUMATRA.

WEST-COAST.  
PADANG.

( 55 )

SUMATRA.

WEST-COAST.  
PADANG.

two miles without the River's mouth, tho' there is 2 and 3 fath. at high-water, and about 10 feet on the Bar; You go in round Padang-Head, and, when in, the River, in a small-bay under the Saddle, or foot of the Head, is water enough for Sloops and small Vessels; you must keep close to Padang-Head going-in, as the Entrance is very narrow, and a sand is thrown up on the opposite Shoar, by the Breakers and the Eddy of the River, you have a shoal-water above the Garden House; After you pass the Garden-House, which is the first above the Saluting-Battery on the starboard side; You row over for the Larboard-shoar, and keep near it, till you come to the Stairs or Landing-place.

The Water here is very good, running from the Rock, and is conveyed by Bamboes in many places on the starboard side, so that your Boat may haul under them and fill; the largest is about 200 yards above the first, where is plenty of Cattle at 4 to 5 Dollars per head, [but the English pay 8 Spanish Dollars] twelve Ducks for a Spanish Dollar, Fowls more, besides Limes, Oranges, Pumpenoses and other refreshments.

The Natives are highly disgusted with the Dutch for sending Tuancoo (which in their language is Lord of Lords) a Prisoner to Batavia; I was told it was because he ordered "that no Person should cultivate their grounds" being, I suppose, disgusted; on that account they have had no Trade, inland, for some months.

We lay under the Island P<sup>o</sup> Pisang which is off Padang-Head 3 miles, when it blows hard at NW your



SUMATRA.  
WEST-COAST.  
RADANG.

( 56 )

your Boat cannot pass, as the Breach is very great, but your Ship is well sheltered from the NW winds by the *Island*, if you anchor about 2 cables length from the *shoar*, and it is steep to the *Coral Bank*, with which it is environed about 40 yards from the *shoar*, there is water on the *Island*, by digging wells 4 or 5 feet deep at the foot of the Hills, but the Dutch say it is *unwholesome*, being impregnated with *Salt-Petre*; I tasted the water and observed the ground, but could not see the least appearance of *Salt-Petre*, and the water was soft and tasted very well: The Wood is but indifferent, The Dutch have built a Warehouse about 100 feet long and 20 broad, and have there a *Quarter-Master* and some *Slaves* carrying out a *Stone Wharff* on the *East side* of the *Island*.<sup>a</sup>

There is a Channel of 6 and 7 fath: water all round this *Island* but narrow, and close to the *shoar*, within a Cable's length, it shoals to 4 fath. then 3 and this Flat lyes between the *small round Island*, E and in-shoar of *Pisang*, along to *Padang* and so far out, that when you have *P<sup>o</sup> Mara* well-open to the *Westward* of *P<sup>o</sup> Pisang*, and about  $\frac{1}{4}$  of a mile from the latter to the NW, you have only 4 fath. sand and some places 3 and 2 fath. between the *small sandy Island* 3 mile from *Pisang*, and the *North Point* of the Bay, off which it lyes, is very uneven soundings and hard ground, from 4 to  $2\frac{1}{2}$  fath: in some places, and this continues near half a mile to the *W<sup>t</sup>*. of the *Sand*, when you come into 10 and 12 fath. water.

S. 19° E. from the body of *P<sup>o</sup> Pisang* lies a *Rock* on which it breaks sometimes: Having a scant wind we stood along shoar within this rock, at about 2 or 3 miles distant from

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<sup>a</sup> The *Quarter Master* and *Slaves* are removed and the *Wharff* gone to ruin.  
(Dr. S.)



SUMATRA.

WEST-COAST.

PADANG.

( 57 )

from the fame having 12. 9. and 6 into the Bay when we put about, and failed about *one mile* to the *Southward* of the *Sandy Island*, between *It* and the *Rock* having 7. 9. 12 to 13 fath. and to the *Westward* about *one mile* to the *Sandy Point* had from 13. to 9. and 13. and then 12. 9. 7. to *Pifang* where we anchored, having

*Pifang* . . . . . { fr. N $\frac{1}{2}$ W } distance  $\frac{1}{2}$  a mile.  
to NW $\frac{1}{4}$ W

The *small round Island* in-shoar . . . NE $\frac{1}{2}$ E distance 2 miles.

The *Sandy Island* . . . . . SE $\frac{1}{4}$ S 3

Flag-staff on *Padang-Head* . . . NNE $\frac{1}{2}$ E 3

had we anchored *nearer* the *Island* we should have been better covered from the NW winds; the following *Bearings* when anchored *afor*d good *shelter* and *smooth-water* depth 5 to 6 fath.

P<sup>o</sup> *Pifang* . . . . . { fr. WNW } distance 2 cables  
to NNW length.

*Padang Flag* . . . . . N $\frac{1}{4}$ W

The *small Island* . . . . . NEbE

The *Sandy Island* . . . . . SEbE

P<sup>o</sup> *Senaro* is a *small Island* bearing from P<sup>o</sup> *Pifang* dist. and from the *West Point* of *Marra* NbW and SbE, its *Latitude* correct is 0° 48' S. by an observation.

P<sup>o</sup> *Dua* and *Senaro* in one bear. WNW $\frac{1}{2}$ W<sup>a</sup> and ESE $\frac{1}{2}$  and *Mewquit* a little to the *Westward* and *Northward* of this *Island* lies a *Coral Shoal* stretching NW and SE about *half a mile*, when we were about *half a mile* to the *Eastward* of it, *It* bearing SW had P<sup>o</sup> *Senaro* and the *Body* of P<sup>o</sup> *Bintangoo* or *Robin* in one bearing distance from the *former* about 3 miles.

P<sup>o</sup> *Dua*

*Padang Head* bore . . . . . NE

and P<sup>o</sup> *Pifang* . . . . . NEbE $\frac{1}{2}$ E

had soundings 28 fath. soft ground.

N. B.

Q. WNW $\frac{1}{2}$ W, and ESE $\frac{1}{2}$ E

Q



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WEST-COAST.  
PADANG.

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N. B. I was told at *Padang*, there lyes a *sunken shoal* between *P<sup>o</sup> Pisang* and *Marra* about *half way*, which, *rarely breaks* having 2 fath. water on it.

Off *Padang* lye *Seven Islands* amongst which are *several dangers*, for the better distinguishing them, They are called *P<sup>o</sup> Sato* or 1st. *P<sup>o</sup> Dua* or 2d. *P<sup>o</sup> Teega* or 3d. *P<sup>o</sup> Ampat* or 4th. *P<sup>o</sup> Leema* or 5th. *P<sup>o</sup> Annam* or 6th. and *P<sup>o</sup> Toojoo* or 7th.

*P<sup>o</sup> Sato* or 1st. is the *smallest* and *Easternmost* and bears from *Pisang*.

*P<sup>o</sup> Sato*, *Dua* and *Teega* bear about SW and NE of each other; *Dua* is the 2d. a little bigger, than *Teega*; by the *Charts* there is a *Channel* between them, it bears from the *Island Senaro* WNW  $\frac{1}{2}$  W. distance about 3 leagues and from the *Island Pisang*.

*Teega* is the *largest* and *southernmost*, between it and *Dua* are laid down many rocks and shoals which seem to stop the Passage; it bears from *P<sup>o</sup> Pisang*.

*P<sup>o</sup> Ampat* is about the same bigness as *Dua* and lyes to the *Westward* bearing from *P<sup>o</sup> Pisang* and from *P<sup>o</sup> Lema* SW  $\frac{1}{2}$  S.

*P<sup>o</sup> Lema* is a *small Island* and one of the *innermost*; between it and *Sato* saw some breakers, and the same between it and *Ampat*; to the *Northward* it is clear, but has a *Reef of Rocks* to the SW, extending about 2 from the *Island*.

|                                                                                                |                     |
|------------------------------------------------------------------------------------------------|---------------------|
| <i>P<sup>o</sup> Pisang</i> bears from <i>P<sup>o</sup> Lema</i> . . . . .                     | SE                  |
| <i>P<sup>o</sup> Sato</i> . . . . .                                                            | SbE $\frac{1}{2}$ E |
| <i>Dua</i> . . . . .                                                                           |                     |
| <i>Teega</i> . . . . .                                                                         | SSW                 |
| <i>Sono</i> or the <i>small Island</i> in-shoar called [ <i>P<sup>o</sup> Ayer</i> ] . . . . . | E $\frac{1}{2}$ N   |
| <i>Annam</i> . . . . .                                                                         | W $\frac{1}{2}$ S   |

*P<sup>o</sup> Annam* appears to be the *last Island* coming from the *southward*, as *Toojoo* is not in sight, it is one of the *largest*



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*largest* and has some *shoals* laid down between it and *Ampat*, and to the *Northward* of it.

*Toojoo* is the same as the others in size; *NWbW* 3 leagues from it lies a *Coral Bank*, on which had *Soundings* 5. 7. 9. 10. and then *no ground*; whether there is *less water* upon it is unknown, therefore must be approached with caution; *this Island* bears from *P<sup>o</sup> Cassey*, to the *Northward* of the *Priamans*, *SWbS $\frac{1}{2}$ S*.

*P<sup>o</sup> Sow* or [*Ayer*] is a *small Island* to the *Northward* of *P<sup>o</sup> Pisang*, and about  $1\frac{1}{2}$  mile from the *shoar*, it has *breakers* off it to the *Southward* about  $\frac{1}{2}$  of a mile; and there is a *shoal* laid down in the chart *South* from it, and one about *SE*; we saw neither of them: It bears from *P<sup>o</sup> Pisang* *NbW* about 5 leagues.

We sailed from *P<sup>o</sup> Pisang*, standing to the *Westward* 'till within half a mile of the shoal between *Senaro* and *Dua* had soundings, *soft ground*, when we tacked had a hard squall at *West*, in the Evening, which split our *Foretop-sail*, *Jib*, and *Forestay-sail*, bore away again for *P<sup>o</sup> Pisang* and anchored under it; bent other sails and sailed next morning. We worked to the *Northward* and passed *P<sup>o</sup> Leema* to the *Northward* standing to the at about  $\frac{1}{2}$  mile distant sounded 33 fath. we stood 2' to the *Westward* and tacked, soundings

and had regular *soundings* again in shoar to 12 fath. where we anchored. distant off shoar  $\frac{3}{4}$  of a mile and from *P<sup>o</sup> Sow* about 2 miles.

Where:



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PRIAMAN.

( 60 )

When You are 3' or 4' to the *Northward* of P<sup>o</sup> Sow [or *Ayer*] You then come in on a *flat*, having 6 fath. above 2' from *shoar*.

With the *Land-wind* we steered along shoar about 2', distant, in 6, 6½ and 7 fath. passing *within* the 1st or *Southmost* of the *Priaman Islands*, at about *half a mile* distance, in 7 fath.—Steering NNW we passed by the 2d or *Middle Island*, at about ¼ mile distance, the *least* water we had was 5½ fath. when near the *Middle Island*, and *deepened* to 7 fath. when abreast of it.—I passed out between the 2d and 3d or *Northernmost* of the *Priaman Islands*, close to the *Westward* of the N<sup>o</sup> Island, within half a cable's-length of the *Breakers*, in 7 fath. These *Breakers* reach about 2 cables-length off shoar to the *Westward*.

The 1st and 2d *Priaman Islands* bear SSE½S and NNW½N distant about 2'.

The 2d and 3d distant 1½, they are about half a mile in extent each; the N<sup>o</sup> *most* is the *smallest* and has a *well* of *fresh-water* on it, where all the Dutch Vessels supply themselves. You have good *shelter* under any of the *three* from the NW winds; There is a *passage*, between the N<sup>o</sup> Island and the *Main* for small ships, it *shoals* from this Island to the *Main* gradually from 3½ fath. *hard sand* to 2 fath. *mud* near the shoar.

The next Island is P<sup>o</sup> *Cassey*, about 50 yards in diameter, full of *Trees*, it bears from the N<sup>o</sup> *most* of the *Priaman Islands*, NN½W<sup>a</sup> distant 4' and from the *Main*

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<sup>a</sup> NN½W Qu. NW½W.



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*Main 2' or 3'; you have regular soundings between them, 7 and 8 fath. and good soundings all round P<sup>o</sup> Cassy, on the E. side, 6 and 5 fath. half a mile from it, and gradually decreasing to 2 fath. within  $\frac{1}{2}$  mile of the shoar, all soft ground, sand and clay.*

*There is a Bank off Priaman River, on the N<sup>o</sup> and S<sup>o</sup> ends are two spots of sand which shew themselves, within it is 2 fath. sandy ground: To the NNE of P<sup>o</sup> Cassy, and half way to the shoar is laid down another spot of Rocks, which is all that is in the Bay.*

*From the Southward, as far as the Ticoo Islands, extends a Flat, along shoar, having only 5 fath. above 2' from the shoar, and decreasing gradually; By keeping your lead going you can borrow on, or haul off the shoar.*

*To the Westward of the Priaman Islands are several Shoals on which it sometimes breaks, though they did not break as we passed them, they are between 2' and 3' distant from the Islands in about 15 fath. water; but you have a good passage between them and the Islands, by keeping near the latter, and from 10 to 7 fath. 'till to the Southward of the First Island, when you deepen to 12 and 13 fath.*

*If the wind serves, I would advise a ship to keep the inner passage; going to the Eastward of the First and Second Islands at about  $\frac{1}{2}$  of a mile distance, or nearer as the deepest water is close to them, [depth] 5 $\frac{1}{2}$ , 6, and 7 fath. but towards the Main you shoalen fast and have harder ground; Then steer for the Third or N<sup>o</sup> most Island, giving the West end a birth, for the Breakers are two cables length*

R

from



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from the shoar, and within *Pistol-shot* of them is 7 fath.. Then steer for P<sup>o</sup> *Cassey*; You may pass on either side of it; if to the *Eastward*, you will have 6 fath. near it, but you must steer NWbW, for on a NW Course you will shoalen to 4 fath. sandy ground.

When you have P<sup>o</sup> *Cassey* E. then you are abreast of the N<sup>o</sup> most Shoal, from which it is distant 2' or 3'.

P<sup>o</sup> *Toojoo* bears from P<sup>o</sup> *Cassey* SWbS  $\frac{1}{2}$  S about 5 leagues.

When

The Outer *Ticoo* Island bears . . . NNWNy.  
The 3d or N. most of the *Priaman* Islands SE  $\frac{1}{2}$  E

brings you on a Shoal, close to which 8 fath. then 3 fath. the water is discoloured over it.

P R I A M A N.

*Priaman* is a Dutch Settlement; The River is small, a pinnace cannot go in 'till near high water (you land on the right-hand side). It lies within the Coral Bank before-mentioned, and the Flag bears SE  $\frac{1}{2}$  E from P<sup>o</sup> *Cassey*; Here is no Fort, but a Square, pallisaded, with 4 Bastions and a Ditch, about 12 feet wide and 8 deep, full of grass and Brambles; On the Eastmost Bastion are nine Brass guns (one pounder) 5 in carriages, and 4 in swivels; There is a small *Cajan* House in the middle, where the Commandant, who is a Serjeant, lives and 20 Bugueffes, by which I judge they have little Trade; along shoar are numbers

\* The Duke, Capt. Powney, passed between two shoals bearing about SSE from the *Ticoo* Islands, distant 5 leagues. He had no ground, 35 fath.



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numbers of *Huts*, where the *Natives* make *Salt*, these pay the *Dutch* a *Setalle* <sup>a</sup> or quarter of a *Dollar* per month each. <sup>b</sup>

P.  $\frac{36}{82}$ .

The *Coast* from *Padang* to this *Place* is low and flat.

From *these Islands* to the *Ticoo Islands*, the *Navigation* is safe if under 16 fath. and to 6 in *shoar*; without that depth is a *Shoal*, on which it *breaks* sometimes, bearing about NWbW from P<sup>o</sup> *Cassey* and SEbS from the *Outer*

<sup>a</sup> *Setalle* is the eighth of a *Dollar*.

<sup>b</sup> The following seems to have been a *Report*, made to *Com. Watson* by some one of his officers.

" Going to *Priaman*, stood along *Shoar* in 2,  $2\frac{1}{2}$ , and  $2\frac{1}{2}$  fath. sandy *Ground*.

" About 10 PM. got abreast of the *Qualo* at the *River's Mouth* between the *Sand Bank* and the *Shoar*, came to there in 2 fath. hard sandy ground.

" At day-light weighed and went into the *River*; In going over the *Qualo*, although in the proper *Channel*, struck several times, and had like to have filled the boat; it was then within 2 hours of high water: after we were over, had not above 4 feet water in the deepest part of the *River*; landed on the right hand side, by the edge of a *Sand Bank*, and by the *Commandant* (or *Serjeant*) was conducted to the *Fort*, making a kind of semi-circle round a parcel of *Rushes*, *Bushes*, and *Briers*, that lie between the *Fort* and the *Landing-place*, distant from thence about a musket-shot.

" This *Fort* is built in the form of a *Square*, about 60 yards each way, its walls are *pallisades* of small *Coconut Trees*, and it lies N, S, E, and W. At each corner there is a square *Bastion*, about 14 or 16 feet each way, on the two *Eastermost*, there are 9 *Brass Guns* (one pounders) 5 of which are in *carriages*, and 4 in *swivels* stuck in *Junks* of *Wood*, which, by all appearance, have not been used these several years. In the middle of the *Fort* there is the marks of a *Brick-wall house*, about 30 feet long and 20 broad, which the *Dutchman* said was burnt by accident 2 years ago; round the *Fort*, there is a *dry ditch*, 10 or 12 feet in breadth at the top, and about 8 feet deep, with abundance of *Weeds*, *Grass*, and *Bushes*, so that it is hard to discern there is any such thing there; There is but one *European* (and he the *Commandant*) and 20 *Buguessees Soldiers*.

" N. B. The *Magazine* in the middle of the *Fort* 12 steps under ground."

\* [Kneebong, Q. Annebon.]



## SUMATRA.

## WEST-COAST.

## TICOO.

(( 64 ))

*Outer Ticoo Islands*, You have 20 fath. close to the  
*Eastward of it*;

|                             |   |   |   |   |   |   |                    |
|-----------------------------|---|---|---|---|---|---|--------------------|
| <i>Outer Ticoo</i>          | . | . | . | . | . | . | NW $\frac{1}{2}$ N |
| <i>P<sup>o</sup> Cassey</i> | . | . | . | . | . | . | SE                 |
| <i>Breakers</i>             | . | . | . | . | . | . | { fr. W<br>to NW   |

Dist. 2'. depth 16 fath.

there is another *Shoal* lying SWbW<sup>a</sup> distance about 3' from the *Great Ticoo*; when the *Outermost* and *Innermost Ticoo Islands* are in one NE $\frac{1}{2}$ N and distant from the former about  $\frac{3}{4}$  of a mile, depth 16 fath. You may see the roll of a swell on this *Shoal*, bearing about SWbS,<sup>a</sup> distance between 2' and 3'.

July 29th. This day saw a Dutch Sloop standing to the southward; sent Lieut. Smith in the Barge; came on board *Mynheer Bootewins*, of Council at Padang, the Master and Doctor; there was 18 Military and 12 Sailors besides some Blacks on board, being intended for an Expedition to Nattal, as the People said, tho' M. Bootewins said they were only bound to Ayer-Bongy; Another Sloop and a large Prow, on the same service, are lying under the *Ticoo Islands*: as He complained he wanted provisions, gave him two Bullocks and two bags of Salt: He weighed next morning in company with us, but the weather being squally, he tacked and stood in shoar.

Have had abundance of Rain these two days past; I am surprized we saw neither of the *Shoals* lying to the Southward of the *Ticoo Islands*; as we plyed off and on shoar. The Coast is all clear within these *Shoals* from P<sup>o</sup> Cassey to the *Ticoo Islands*; within 6 fath. a mile and half or two miles from the Shear, the ground is a stiff clay full of broken rotten coral like small stones.

Aug.

<sup>a</sup> These Bearings are inconsistent.



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TICOO.

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Aug. 1. In the Evening weighed and steered along shoar NW and NNW in 7 fath. 6. 5. and 4. blue clay and small coral, where we anchored had the following Bearings.

|                              |                   |
|------------------------------|-------------------|
| The Outermost Ticoo Island   | W 1/4 N 3/4 dist. |
| The Second D <sup>o</sup>    | NW Ny.            |
| The innermost D <sup>o</sup> | NNW Wy.           |

Sent the Cutter and a Midshipman on board the Dutch Sloop and Prow, lying under the inner Island in 3 fath. soft mud very near the Island; had regular soundings from the ship to the Islands; 3 fath. within a Cable's length of it; the Sloop mounts 6 guns and has 5 Europeans on board; the Prow is commanded by a China-man and has 3 Europeans on board: They have hoisted their Colours alhoar opposite to this Island, Saw a number of People there, and several Boats; it is likely they are making a Settlement.

The Coast, from the Priaman Islands to this Place, is a little hilly; and lyes about NW b W and SE b E.

The Ticoo Islands are small and woody, about 1 1/2 mile distant from each other, and the innermost 1 1/2 from the Main;

|                           |           |           |
|---------------------------|-----------|-----------|
| The 1st and 2d bear       | N b E     | and S b W |
| The 1st and innermost     | NNE 1/2 E | SSW 1/2 W |
| The 2d and d <sup>o</sup> | NE b N    | SW b S    |
| And the Flag on shoar     | NE        |           |

As you sail from the Southward there appears a number of Breakers among the Islands, which seem to stop the Passage; Sent a Boat to examine the Passage between the middle and inner Islands, which found safe and good; off the South side of the inner Island is a Shoal for near 1/4 of a mile, having 5 1/2 fath. soft ground S close



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TICOO.

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close to it; In the *Channel* is a small *Coral Bank*, wore with the water, and about a *Cable's-length* over; it is about  $\frac{3}{4}$  of a *mile* from the *innermost*, and about  $\frac{1}{4}$  of a *mile* from the *middle Island*, when on the NE *side* of it had the following *bearings*

|                       |           |        |
|-----------------------|-----------|--------|
| Inner Island          | . . . . . | NE b E |
| Middle D <sup>o</sup> | . . . . . | SW Wy. |
| Outer D <sup>o</sup>  | . . . . . | SSW    |

It is *steep* to, all round; between it and the *inner Island*  $6\frac{1}{2}$  close to it 7. 7.  $6\frac{1}{4}$ . 6. 5 close to the *Island*; Between the *shoal* and *middle Island* the *Channel* has deeper water and is narrow, occasioned by a *Spit* off the NE end of the *Island* dist. two *cable's length*, soundings 7.  $7\frac{1}{4}$ . 8. 8 and 9 fath. near the *Spit*: The other *Channel* is best, as you have it broader and good room to anchor; in both it is *soft ground*.

After you have passed the *shoal* going to the *Northward*, and keeping NW you will regularly deepen your water to 12 and 14 fathoms: Had not time to examine the *Passage* between the *outer* and *middle Islands*, nor that between the *inner Island* and the *Main*: To the *South* of the *middle Island* about half a *mile* dist. there are some *Rocks* on which it breaks, of these you must take care if you run under the *Islands* for shelter from the NW winds.

We failed out, to the *Southward* of the 1st *Ticoo Island* within a *quarter* of a *mile*, deepening our water gradually from our anchoring, had 10 fath. to the *Southward*, to the SW 12. 14. 15, round it is a *shoal* about a *Cable's-length* off: Saw no danger without the *Breakers*. We steered NW keeping a good look-out



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## WEST-COAST.

TICOO.

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out for *Rocks*, laid down in the Charts *two* or *three* miles to the *westward* of the *outer Ticoo Island*, but saw no appearance of them.

When you leave the *Ticoo Islands* you will see *Massang point*, on which grow *Trees* appearing like *Bamboes*, they are called *Pines*; off this is *foul ground* so that you must give it a good birth; the next *Point* you open is *Oujong Raja* which appears *bluff* like *Trees*; there are *three remarkable small Hills* here, called the *Massang Hills*, about 2 or 3' from the *Sea-side*; you may approach the *shoar* safely to 12 or 15 fathom.

About 11 at Night we passed by a *Shoal* to the *Eastward*, about 1 mile distant, on which we saw it *break*: the *middle Hill*, which is the largest, then bore E b N, This, in fact, appears to be the *Southernmost Hill*, as you come from the *Southward*, but is distinguished from the *others*, which always make like *Haycocks*, and this with a *Table*; We were then off *Massang Point* distant about 6' in 19 fathom water; at *Massang Town* is a great resort of *Malay Craft*, as they have never suffered the *Dutch* to settle in their Country; yet they pretend to have an exclusive right (of Trade) to this part of the Coast, which is low land from the *Ticoo Islands* to the *South Point* of *Ayer Bongy Bay*; This is as high as *Padang-Head*, and appears at first like an *Island*; the Coast, from the *Ticoo Islands* to it, tends to the *Northward* and forms a *Bay*; the soundings we kept in was between 20 and 14 fath. There are several *shoals* to the *Southward* of *AYER BONGY South Point*, called *Oujong Seccarbow*, \* in the Charts *Oujong Gadj*,

AYER-BONGY.

We

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\* Called *Sicarbow* in the Dutch Plan.



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AYER-BONGY

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We passed about mid Channel between the Southmost Shoal and two to the Northward which appear as one, had 16 fath. kept a Boat a head on each bow, one of which passed within 2 Cables length of the Southern shoal (which is not above two Cables length in diameter) and had 13½ fathoms; there appeared to be deep water round; The bearings to look out for them are

For the Southern Shoal,

A small Hill to the Southward of Oujong Gadjah Point N b E ½ E

Then is the South shoal S b W ½ W

When Oujong Gaja or Seecarbow Point bears N b W, then this shoal and the two Northernmost are in one S S E, distance between the shoals 1. and the other 2'. the two Northmost are about a Cable's length distant from each other, and from the Point about 4'.

When P<sup>o</sup> Tellore bears N W ½ W these two shoals are then in one with it; It being then within the N<sup>o</sup> most Point of the Bay, a Sail's-breadth.

When the little Hill first mentioned bears N N E, then are those Shoals S S W from it.

Saw another Shoal in shoar off Tellore, on which it breaks, bearing N b W,

This Shoal bears ESE about 2' from Tellore.

It being Calm anchored about 2 miles from Tellore, went on shoar and found it uninhabited tho' a part of it was cleared for a Plantation, but saw no well or fresh water; there were some Pumpkin and Potatoe Vines, which I suppose proceeded from Seeds formerly sown there; From the Ship to the shoar good Soundings green

\* Not intelligible, but so in the M. S.



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greenouse, 16 to 13 fathoms, within a Cable's length all round, and 7 fath. all round without the breakers:

Saw a shoal on which it breaks, between the Island Tellore<sup>a</sup> Ayer Bongy, bearing N $\frac{1}{2}$ E 1 mile.

WbN 1'. and from P<sup>o</sup> Tamong lyes a shoal on which it breaks, and when in one with P<sup>o</sup> Pancal it bears SEbE Ey.

About N. 1'. distance from P<sup>o</sup> Panjang lyes a shoal on which it breaks.

We failed in from the NW. between P<sup>o</sup> Tamong and P<sup>o</sup> Panjang, a safe passage having 7 and 8 fath. giving the Islands a Birth, and run into 5 $\frac{1}{2}$  fath. water under P<sup>o</sup> Panjang, where we anchored having the following Bearings.

|                                               |                     |          |
|-----------------------------------------------|---------------------|----------|
| Ayer Bongy . . . . .                          | N $\frac{1}{2}$ W   | 5'       |
| The Southern Point . . . . .                  | ENE                 | 4'       |
| P <sup>o</sup> Pancal . . . . .               | WbN                 | 3'       |
| The Northern Extreme . . . . .                | WNW $\frac{1}{2}$ N |          |
| P <sup>o</sup> Tonga <sup>b</sup> . . . . .   | WNW $\frac{1}{2}$ N |          |
| P <sup>o</sup> Tumoyan <sup>c</sup> . . . . . | NW $\frac{1}{2}$ W  | 5'       |
| P <sup>o</sup> Panjang <sup>d</sup> . . . . . | NW $\frac{1}{2}$ N  | 5 miles. |

In failing past the shoals to the [Southward of] Ayer Bongy in the day-time there is no danger, as they all break, and have good Channels amongst them; There is a shoal a little to the Westward on which is two fath. water; it is placed in 25 fath. water in the Charts, we did not see it.

Ayer

<sup>a</sup> Thwart marks for this shoal.

|                                                  |                                                                 |
|--------------------------------------------------|-----------------------------------------------------------------|
| When in one with P <sup>o</sup> Pancal . . . . . | WbS                                                             |
| D <sup>o</sup> Tamong . . . . .                  | WbN $\frac{1}{2}$ N                                             |
| D <sup>o</sup> Panjang . . . . .                 | NW $\frac{1}{2}$ W depth of water near it 9 $\frac{1}{2}$ fath. |

<sup>b</sup> Called in Dutch Plan P<sup>o</sup> Tanga.

<sup>c</sup> Qu. P<sup>o</sup> Jambo.

<sup>d</sup> Called in Dutch Plan P<sup>o</sup> Ponjong.

N. B. What is called P<sup>o</sup> Tamong in this Page seems to be P<sup>o</sup> Jamba.

T



SUMATRA.

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AYER-BONGY.

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*Ayer Bongy* is situate on the SE side of a deep Bay amongst the *Hilly part*; it has a *River*, the Dutch fixt a *Settlement* here in the year 1754; they have only an European Corporal and some *Bugueffes*, which shews it to be of little consequence to them.

*Mount Ophir* bears E of *Seecarbow*; it is remarkable for its great height appearing like an *Obtuse Cone*, and separated from the other *Chain of Mountains*, so that it stands single about 15 or 20'. in-land.

August 7th. Between the N<sup>o</sup> side of *Ayer Bongy Bay* and *Poolo Tamong* are some deep Bays, and as there is a shoal and some Rocks laid down in the Charts, sent the Cutter to endeavour to discover them; when she returned the Officer said he could find no Rocks or Shoals, any where along shoar, and had good soundings to 5 fath. within a  $\frac{1}{2}$  mile from the shoar, and 10 fath. about 2' distance; that you deepen quick to 17 fath. and then gradually as you stand off, so that I would chuse to work up near the shoar to avoid a Coral Bank, uneven Soundings from 18 to 6 and 12, &c. and may have less water, when on it.

P<sup>o</sup> *Tamong* bears . . . . . NEbN dist. 3 leagues.

On the Island *Tamong* you will find good water and wood; there is a clear passage all round, you anchor in 8 or 9 fath. about 2 Cables length off shoar, bringing the South side of the Island to bear WSW, where you are well secured from the NW winds.

N A T T A L.

NATTAL.

This Island P<sup>o</sup> *Tamong* and *Caracara Point* form *Nattal Bay*, in which are many dangerous Shoals; some of them



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them *break* and some *do not*; many Ships coming into and failing out of this Road have struck on some of them: it is very difficult to give directions for shaping Courses to *avoid these dangers*, which reach out into 17 or 18 fath. but by the *thwart marks* you may know when *near them*; as I have given the bearings underneath.

To sail into *Nattal Road* from the *Southward* keep in 16 and 17 fath. 'till *Nattal Hill*, which is low and to the *Northward* of the *River*, bears EbS; then steer in, keeping it so, and you will shoalen your water regularly to 7 fath. where anchor 2' off shoar.

The *Flag-staff*, . . . . . East.

If you come from the *Northward*, you may keep in 16 fath. until you have the above bearings:

*Bearings of sundry shoals in the Bay.*

When *Nattal Hill* bears . . . . . EbS  
And *Po Tamong*, . . . . . SE.

In 17 fath. lies a *Shoal of Coral*, which has but 14 feet water.

*Nattal Hill* bearing . . . . . EbN  
and *Poolo Tamong* . . . . . SSE½E

In about 10 or 11 fath. is a *Coral Shoal*, on which is 2½ and 3 fath.

Distant from the shoar about 5'.

*Poolo Caracara*, which lies off the *Point*, bearing . . . NE, Ny.  
You have *Breakers*;

When 1' to the S W off them in 11 fath.

The *Flag-staff* will bear . . . . . SEbE½E

N. B. When in the *Road* these *Breakers* bear about . . . NNW½W

*Caracara*,



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*Caracara*, the *Table-land* and *High Peak* in one, brings you on a shoal, in 14 or 15 fath. water, on which is only  $2\frac{1}{2}$  fath. sand and mud.

Had the following bearings when without it  $W\frac{1}{2}N$  1'. viz.

|                       |                              |
|-----------------------|------------------------------|
| <i>Poole Tamong</i>   | SSE $\frac{1}{4}$ E          |
| <i>Nattal Hill</i>    | E $\frac{1}{2}$ S            |
| And <i>Caracara</i> , | ENE $\frac{1}{2}$ N dist. 6' |

When you have

|                     |                              |
|---------------------|------------------------------|
| <i>Poole Tamong</i> | E $\frac{1}{2}$ S, 3 Leagues |
| <i>Nattal Hill</i>  | NNE $\frac{1}{2}$ N          |

You will see *Breakers* bearing EbS $\frac{1}{2}$ S.

[Snow A S I A, 1770.

9th January, At 5 PM. saw *breakers* E $\frac{1}{2}$ N. at 6 anchored in 19 fath.

|                            |                                                    |
|----------------------------|----------------------------------------------------|
| Extremes of <i>Sumatra</i> | { from N $\frac{1}{2}$ W<br>to SSE $\frac{1}{4}$ E |
| <i>Nattal Hill</i>         | SbE                                                |
| <i>Caracara Point</i>      | SbE $\frac{1}{2}$ E                                |
| Outermost <i>Zelady</i>    | N $\frac{1}{2}$ E                                  |

At anchor in 16 $\frac{1}{4}$ . Lat. Obs<sup>d</sup>. 0° 33' N.

|                                                               |                      |
|---------------------------------------------------------------|----------------------|
| N. Extreme of <i>Sumatra</i>                                  | N $\frac{1}{2}$ W    |
| S <sup>e</sup> Extr. in one with P <sup>e</sup> <i>Tamong</i> | SSE                  |
| <i>Nattal</i> Flag-staff                                      | ESE                  |
| <i>Caracara Point</i>                                         | E dist. abt. 3 leag. |
| <i>Caracara Island</i>                                        | EbS                  |
| Outer <i>Zelady</i>                                           | NbW $\frac{1}{2}$ W  |
| <i>Breakers</i>                                               | EbS                  |

11th. At anchor in 11 fath.

|                                                      |                                    |
|------------------------------------------------------|------------------------------------|
| <i>Caracara Hill</i>                                 | NE                                 |
| <i>Caracara Island</i>                               | NEbE                               |
| <i>Nattal</i> Flag-staff                             | ESE                                |
| <i>Durian Point</i>                                  | SEbS                               |
| S <sup>e</sup> Extr. of P <sup>e</sup> <i>Tamong</i> | SbE                                |
| <i>Breakers</i>                                      | EbN $\frac{1}{2}$ N dist. 2 miles. |

At



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## WEST-COAST.

## NATTAL.

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At anchor in *Nattal Road*.

|                                                        |                                        |
|--------------------------------------------------------|----------------------------------------|
| Caracara Point . . . . .                               | NNW                                    |
| D <sup>o</sup> — Island . . . . .                      | NbW                                    |
| Breakers off D <sup>o</sup> . . . . .                  | NWbN                                   |
| Nattal Flag-staff . . . . .                            | E                                      |
| D <sup>o</sup> — Town . . . . .                        | EbS $\frac{1}{4}$ S dist. abt. 6 miles |
| Durian Point . . . . .                                 | SbE $\frac{1}{4}$ E                    |
| S <sup>o</sup> Ext. of P <sup>o</sup> Tamong . . . . . | S $\frac{1}{2}$ E                      |

In going into *Nattal Road* after you have 14 fath. bring *Nattal Hill* to bear ESE and by no means to *Southward* of that; round *Caracara Point* about 4 miles and not less, for off *this Point* lyes a *dangerous Shoal*; the Bearings as the Vessel's Pinnacle lay on it, viz.

|                                                        |                   |
|--------------------------------------------------------|-------------------|
| The high tree on Caracara Island . . . . .             | NE Ny.            |
| Nattal Flag-staff . . . . .                            | ESE               |
| S <sup>o</sup> Ext. of P <sup>o</sup> Tamong . . . . . | S $\frac{1}{2}$ E |

There is from  $\frac{1}{2}$  5 *soft* to  $\frac{1}{2}$  2 *hard* in one cast; when the *Island* bears NEbN you are clear of *this danger*. Do not fear keeping well to the *Southward* of this *Shoal* as the Channel is 3 miles broad, and after you shoal to less than 10 fath. the Rocks are all without you; haul to the *Southward* at discretion to get in your anchoring birth, it's common to bring the Flagstaff EbN and lye in 4 fath. the *Asia* came to in  $5 \frac{3}{4}$  fath. there is not the least shelter for NW winds, which however are not violent or of long continuance to the *Northward* of the *Line*. This *Place* lyes in the Lat. 0<sup>o</sup> 29' N.]

“ We failed out from the Road, the wind

When you have opened *Caracara* you will see several *small Islands*; the *Southmost* is called the *Capuchin*, by the natives *Poolo Capechong* it lyes very near the  
U shoar



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shoar under *Caracara*; the second is *Poolo Tellore*, near which there lyes a shoal bearing about in fath. water, and without it, in 18 fath. lyes another small shoal on which it breaks; Marks to look out for it

When *Poolo Caracara* and the middle of the *Nattal* } S E { it is in one  
Hill, are in one bearing . . . . . } with it.

You are abreast of it

When *Poolo Ringawan*, a small round Island to the } N E N y.  
Northward of *Tellore*, bears . . . . . }

And *P<sup>o</sup> Zelady*, . . . . . N  $\frac{1}{4}$  W

This is the Outermost Island.

*Poolo Tabooyong* or *Mooady* N  $\frac{1}{4}$  W is easily known by a high Rock off the West side of it; on it you have good water, plenty of Coconuts, and safe riding from a NW Wind, there being 4 and 4 $\frac{1}{2}$  fath. water all round, soft ground, it is about 7 or eight miles distant from the shoar.

The next Island is *P<sup>o</sup> Ely*, larger than any of the former, about 1 mile in length, pretty high and even, it bears from *Zelady* about 7 leagues, you may anchor safely under it, and it affords Wood and good Water; from *P<sup>o</sup> Ely* to the *Sugar-Loaf* your Course is NbW  $\frac{1}{4}$  W, distance about 4 leagues, good soundings along shoar; between *P<sup>o</sup> Baccar* and the *Sugar-Loaf* is an open Passage, Soundings from 14 to 19 fath. off the NW side of *Baccar* a shoal runs off about a Cable's-length; and off the NE side of the *Sugar-Loaf*, runs a small shoal about a Cable's-length, the other parts are steep to.

P.  $\frac{74}{82}$

TAPPANOOLEY.

T A P P A N O O L E Y.

To the Southward of *Massular* are many Islands, which open as you come near the Bay, these Islands and [*Battoo Mama Point*] form the Southern passage into the Bay about



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about 4 or 5 leagues wide; and *Massular* and *Battoo Booroo Point* form the *Northern Passage*.

We entered between P<sup>o</sup> *Baccar* and the *Sugar-Loaf*, having 17 fath. the *deepest water* is near the *Sugar-Loaf*, and to 12 or 11 fath. within a  $\frac{1}{4}$  mile to *Puncheon Gadang* and passed the *Shoals*, and a little *Island* off the N<sup>o</sup> *side*, within a Ship's length of the *Shoal* in 8 fath. water, and anchored in 7 fath. about 2 Cables-length off P<sup>o</sup> *Puncheon Gadang*, here you have fath. within 20 yards of the *Shoar*, so that a *Wharf* might be made for the ships of the greatest Burthen to come to, and lie entirely secured from all winds: ENE from this is a *Bay* about 4 miles deep, the N<sup>o</sup> *side* is made by an *Island* called P<sup>o</sup> *Seeroodoot*, which has a *Passage* round it, 3 fath. between it and the *Main*, but very narrow; you shoal your water gradually from P<sup>o</sup> *Puncheon Gadang* from  $7\frac{1}{2}$  to 5 fath. at the entrance then  $4\frac{1}{2}$ ,  $4\frac{1}{4}$ ,  $3\frac{1}{2}$ , 3, and  $2\frac{1}{2}$ , at the bottom of the *Bay*, *soft mud*.

*Puncheon Gadang* has some *high steep hills* on it, all covered with *large Timber*; the *Southernmost* is *highest*, about 70 or 80 yards perpendicular and commands the whole, of a very steep ascent; near the foot of the *Hills*, which are *clay ground*, you have several *springs* of very good water; the *low ground* is chiefly covered with *Mangroves*, and *muddy*, but might be easily drained and made habitable.

As a *small Fort* on the *Top* of one of these *Hills*, with 30 or 40 Men cannot be taken but by surprize, and the extraordinary convenience for *careening Ships*, loading or unloading, and being central for the *Trade* of the *Bay*, renders



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renders it in my opinion the fittest for making a Settlement on <sup>a</sup>

Between it and P<sup>o</sup> Seeroodoot is 2 miles, you have 8, 7½ and 6 fath. good holding ground, and between it and P<sup>o</sup> Poolo Puncbeon Catcheel you have 8. 9. 10. 7. fath. near the latter the passage is a large mile.

Within Puncbeon Catcheel you have 5 fath. 2 Cables-length from it, then 6 and 7; between it and P<sup>o</sup> Panjang is about half a mile, a clear passage having 7 fath. water; you may also run up within P<sup>o</sup> Panjang and anchor in 5, 6, or 7 fath.; off the NE end of it is a Coral Shoal running almost over to P<sup>o</sup> Boby, though there is a narrow Channel, having 1½ fath. to keep in; you must keep close to P<sup>o</sup> Boby till it is open from the Main; then steer over for the West end of P<sup>o</sup> Palla, which will carry you between this shoal and a shoal that stretches from the Main, there is no other passage for a Pinnace; off the West side of P<sup>o</sup> Panjang lie two sunken Rocks.

When you come out of the Bay and are sailing to the Northward, you have a fair wind, open passage and good soundings 12. 14. and 16. fath.; about 2 miles from the shoar you will see a small Island, called P<sup>o</sup> Sockum; off this Island about 4 miles, lies a Sand Bank having from to 8 fath. on it and some places 7; when we came upon it the Sugar-Loaf Island was shut in within the Southern Point of the Bay, and the Island bore about NbW 4' distance.

About a ¼ of a mile to the Westward of this Island is a Coral Reef, dry in some places; we passed it at two Cables-

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<sup>a</sup> The Settlement is now on Puncbeon Cacheel. Dr. S.



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Cables-length distance, and had 6 fath. abreast of it, then 7; and steered along shoar in 6 and 7 fath. *sandy ground*: we passed a *shoal* (on which it breaks) lying *half way* between P<sup>o</sup> Sockum and P<sup>o</sup> Panny, it is about a mile from the shoar; To the *Southward* of P<sup>o</sup> Panny is a *small Island*, and a *dry sand* with a *Bush* upon it, a mile to the Northward of *that*: having a *shoal* reaching to the shoar; do not come under 6 fath. and you will be clear of them all; it is *very foul* between P<sup>o</sup> Panny and P<sup>o</sup> Sockum, we anchored under the *Sand* of Baroos, having the following *bearings* and distant from [it] about 1 mile, and from the shoar 2'.

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TAPPOOS.

Under P<sup>o</sup> Carrang, Sockum or *Cæsar's Island*, is good anchoring for large ships and you are well sheltered from the NW wind; but to the NW is a *Reef*, on which it *breaks*, near a mile from the *Island*; we passed *this Island* to the *Westward*, and with the *Sea-wind* stood in for *Tapoos Bay*, but saw no danger till we were well in the *Bay*, where is a *Reef* on which it *breaks* about 2' distant from the shoar, and has 8 fath. water close to it, on the outside, and 4 to 4  $\frac{1}{2}$  between it and the shoar, here is *fine shelter*, under the *Point*, in the *Bay*, where you may ride safely in what depth of water you chuse, the *bearings* where we lay.

What is now *the Point* was formerly an *Island*; and boats frequently failed through the *Passage*, though now

X.

stopt.



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stopt and joined by a narrow neck of Land to the Main. *Tapoos River* lies a little to the Eastward."

Instructions for the SW Coast of SUMATRA.

All the Shoals on the *West Coast* of SUMATRA are white *Coral Rocks*, and can be seen a mile off from mast head, even when they are 3 fath. under water, so that by keeping a good man at the mast-head there is but little danger in the day time.

If you are to touch at *Tappanooley*, it is best to fall in with the Coast to the Northward of all the *Islands* and so go down along shoar; all the time we were on that Coast, we had good *Land* and *Sea Winds*, sometimes NW and sometimes S E Winds; but these seldom continue above two days.

If you intend for *Padang* at once, it is best to go to the Southward of *P<sup>o</sup> Battao*:\* but supposing you go along shoar and fall in with the Coast to the Northward of the *Islands* observe this, there are two Passages along shoar; one, called the *outer*, which carries you from 4 to 10 leagues off shoar, The *Inner* will carry you from 2 miles to 12, in some places both passages meet: the *Inner Passage* is esteemed the safest with a leading wind, for these reasons; you can judge your distance better by being near the Land, you have shoaler water in case of anchoring, and are not so liable to over-shoot your Port, but you labour under this disadvantage, in case you have bad winds

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\* *Qu. P<sup>o</sup> Pingey.*



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winds you cannot make so much use of them in the *Inner* as the *Outer* channel.

We fell in with *Atcheen-head* twice and attempted to get in with *Labooan Aja*: but, it being wrong laid down in the Draughts, we missed it both times; however we anchored at a Place called *Bacoongcong*; and there we did nothing,—altho' I believe it was only owing to the hurry we were in to get to the *Southward*.

SINKELL.

The next and greatest *Malay Port*, for Trade is *Sinkell*; Here you may sell *Blue Cloth* for 80 Dollars per Corge, and *White* for 120; other Goods in proportion; but the worst is, you are obliged to take *Benjamin* and *Camphire* for your payment; altho' if they are in want of Goods you may squeeze gold dust from them. It was here, that the Malays attempted to cut off Capt. Doggan, so you must be on your guard; *Sinkell* is a very great Mart for Salt, Iron, Steel, and sometimes Ophium. —In sailing from *Bancoongcong* to *Sinkell* you go within *Banjack* or *Banias*, and close by *Passage Island*, leaving it on the starboard hand; Midway between *Passage Island* and the *Main* is a dangerous shoal,—therefore you must keep the *Island* or *Main* close on board; it is certainly best to keep hold of the *Island*; we passed within a Cable's-length of it, <sup>a</sup> neither is there any *Island* within *Passage Island* whereby you may be deceived: Having passed *Passage Island* about, a league you may haul in with the *Main*

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<sup>a</sup> At low water it is dry upwards of a cable's length all round the Island.  
Dr. S.



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S. LEAOA.

*Main* in 10 or 11 fath. water, and steering to the *Southward*, you will see a *large River* with an *Island* at the mouth of it; This is *Sinkell River*, but not the place for anchoring, you pass *Sinkell River* and round the *next Point* (called *Oujang Raja*) in 6 or 8 fath. *hard*, when you touch *soft* ground haul up *NNE* and that will bring you near a *low sandy Island*, which you must keep on the *starboard* side, between *It* and the *Point* you may anchor. But if you design to lay 5 or 6 days, it is best to run into 5 fath. *mud* between a *small Island* covered with *Trees* and the *Main*: There you ride safe from every wind that blows: This is the Place where the *Sinkellers* transact all *Business*; and perhaps you won't see a living soul for two days; however you must wait with *Patience*, for the *People* must come all the way from *Sinkell*; and possibly may not hear of your arrival for three days.

Between *Sinkell* and *Baroos*, a Dutch settlement; are many small *Malay Places* where *Traders* often do business; as I have not been amongst them cannot say anything concerning them.

BAROOS.

In leaving *Sinkell* get into 20. 22. or 23 fath. *mud*, and steer along shoar for *P<sup>o</sup> Looketta*, between which (and pretty near it) and the *Main* is a *low sandy Island*. This you keep on the *Starboard Hand*, and may go within half a mile of it, when past, haul in for *P<sup>o</sup> Carrang*, an *Island* which lyes off *Baroos*; you may anchor to the *Southward* of it in 10 fath. *mud*, having its Body *NWbW*  $\frac{3}{4}$  of a mile dist. Here is an excellent Market for *Ophium* and *Cloth*, providing you take *Benjamin* and *Camphire*, especially if the *Resident* be



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be not timorous, there is excellent *fresh water* at *Baroos* and when your Boat goes ashore the first time, she must lye off a little way from the shoar, until they send a Person to conduct her into the *River*, otherwise you may loose her. We refused 400 Dollars for *Ophium* because we did not want *Benjamin*.

In leaving *Baroos* steer midway between the *Main* and *Massular* untill you come near the *East End* of it, then haul over for the *Main*, and you will fall in with, or near, the *North Point* of *Tappanooley Bay*, which you may pass within two cables length of, and, going in for the *Harbour*, keep all the *Islands* on the starboard side and anchor in 7 fath. *mud*, abreast of a small *Green Plot* on the Larboard Hand going in. It is one of the *finest Harbours* on the *Coast*, we found but little vend for Goods here, and indeed it is so thro' all the English Settlements, they generally being supplied from the *Coast*; *Salt*, *Iron* and *Steel* will answer here and at *Nattal*. *Tappanooley Fort* stands on a *small Hill* at the bottom of the *Bay*, and when you are at anchor look towards the North or NNE. and there you will see it.

Proceeding for *Nattal*, pass near the *Sugar-loaf*, on the *South side* of the *Bay*, and steering a little off shoar until you have 24 or 25 fath. *mud* 6 or 7 leagues to the *Southward* of the *Sugar-loaf* is an *Island*, pretty near the *Main*, called P<sup>o</sup> *Ely*, and about 5 leagues to the *Southward* of that, are three \* *Islands* called *Zelady* [or *Tabooyong* and *Clody*,] you go without them, to the *Southward* of *Zelady* 3 or 4 leagues is a *large* and *dangerous shoal*, on which  
I have

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\* Two Islands. Dr. S.

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I have seen *Breakers* and was very near it, you may either go within or without it. I would chuse to go without, as having most room, do not bring *Tabooyong* to the *Westward* of *North* until you are past it, and when *Cara-Cara Point* bears SE b E. you may haul in for it, and pass within two miles of the *Point*. In rounding *Cara-Cara Point* for *Nattal Road*, take care of a shoal which lyes from *Cara-Cara Point* SW  $\frac{1}{2}$  W. about  $1\frac{1}{2}$  mile dist. I have seen *Breakers* on it.

Bearings for anchoring in the Road are,

|                         |                       |                                                                |
|-------------------------|-----------------------|----------------------------------------------------------------|
| <i>Cara-Cara</i>        | . N b W               | } in 5 or $5\frac{1}{2}$ fath. mud and 2 or 3 miles off shoar. |
| <i>Natal Flag-staff</i> | . ESE $\frac{1}{4}$ E |                                                                |
| <i>Durian Point</i>     | . SbE $\frac{1}{4}$ E |                                                                |

*Nattal Road* is one of the *worst* on the *West Coast* of *Sumatra*, having often a very large Sea and dirty Weather, and when the Wind blows hard from the *Westward* cannot clear the shoar, we have raised the mud in  $5\frac{1}{2}$  fath.

*Nattal* and *Tappanooley* formerly were great places of *Trade* for private Traders. But since the English settled there, they are much decayed, owing entirely to the Resident's grasping the whole Traffick into his own hands, there is a great private vend here for *Ophium*, *Cloth*, *Blue* and *White*, *Iron*, *Steel*, *Salt*, &c. but is entirely in the Resident's hand.

Between *Nattal* and *Padang* are two *Dutch* Settlements called *Ayer Bongy* and *Priaman*, which I never was at, however I believe little can be done at them, as they are only Serjeants commands.

About the mouth of *Nattal Bay* lye many *Shoals*, therefore when you leave it, keep near *Durian Point* and

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and pass P<sup>o</sup> *Tamong* about a league distant. Before or when abreast of *Tamong*, I think it best to haul over for P<sup>o</sup> *Pingey*; at least to keep nearer the *small Islands* within *Pingey*, than the *Main*; for this reason, almost midway between *Pingey* and the *Main* is a large *Spot* on which is very irregular *Soundings*, from 20 to 5, and from 15 to 4 fath. *hard Coral Rock*.—True we had no less than 4 fath. on it, yet as the *Spot* is large there may be *shoaler water*; we run near 3 miles directly NW before we got clear of it. This *Shoal* lyes from P<sup>o</sup> *Tamong* S W b S about 3 leagues.

Many are the different tracks from *Pingey* to *Padang*, I think the *inner Passage* preferable to the *outer one*, as there are a vast number of *Shoals* in the *offing* of the *Ticoo Islands* and *Priaman*, which must be taken particular care of; Indeed I think this the most difficult part on the Coast.

When you are clear of the *shoal*, lying from P<sup>o</sup> *Tamong* S W b S 3 leagues, Steer SSE. SEbS. SE. and SEbE gradually rounding the *shoals* of *Ayer Bongy*, (on many of which the *Sea Breaks*) and at all events fall in with *Oujong Massong Point*, on which is *three* small remarkable *Hills* near the shoar, and *Low Land* all round them; when within 2 or 3 miles of this *Point*, steer for the *Outermost of the Ticoo Islands*, which are *three* in number, and take care of a *Shoal* that lyes from them W b S or thereabouts almost 2 leagues, (which I have seen) you keep within a mile of the *Ticoo Islands*, and if night is coming on, take shelter under the *Outermost*; about  $\frac{1}{2}$  a mile off it, bearing W<sup>t</sup>. or W S W. in 9 or 10 fath.

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In getting under weigh, or passing the *Ticoo Islands*, keep within a league of the *Main* or less, and take care of *two shoals*; one *within* the other *without* you, keep a man at the *mast head* and when you see *white* or *greenish water*, steer from it, when you come within a league of *P<sup>o</sup> Cassey*, you must steer directly over for *P<sup>o</sup> Toojoo*, which is the *Northernmost* of all the *Padang Islands*, keep this *Island* pretty close on board, and pass to the *Northward* of it, when past it, steer for *P<sup>o</sup> Leema*, keep that also on the *Starboard* side pretty close, when clear of it, steer directly for *P<sup>o</sup> Pisang*, under which you may anchor in 7 to 5 fath. *mud* within two Cables length of the *Island* sheltered from all *Westerly* Winds; This is the proper place for anchoring, but you may anchor off the *mouth* of the *River*, if promising weather, in 14 fath. When past *P<sup>o</sup> Sato*, which is the *next* *Island* to *Lema*, you will see *Dutch Colours* hoisted on a *Hill*, facing to the *Northward*, or, which is a more certain guide, the *Land near the Sea* and to the *Northward* of *Padang River* is quite low, that to the *Southward* is quite high, and the *Southernmost Point* of the *River* is a pretty high *bluff head* remarkable enough. If the weather is promising and you intend but little stay, Anchor in 13 fath. *soft*.

PADANG.

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The *Flag-staff* bearing . . . . . E  $\frac{1}{2}$  N  
Dist. off the *bluff head* half a mile.

If the weather threatens, and you expect to stay *three* or *four* days, it is best to take shelter under *Pisang*, with small Vessels you may go *within* it, but with large go *without*; and round it about 2 Cables length off the *Island*; and it is necessary to *moor*; the Dutch love to  
be



## SUMATRA.

## WEST-COAST.

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be *saluted* with *Guns*, therefore I would recommend not to spare *Powder*, true at *Padang* your *salute* is not returned, but it is because their *Fort* is a mile *in-land*: your *Plea* is want of *Wood* or *Water*, or some other necessity that drove you there, because they must report such to *Batavia*.

*Padang* is certainly the *best vend* on this *Coast*; for all kinds of *Goods*; provided they have not lately been supplied from *Batavia*, you may dispose of whole *Ships* *Cargoes*; but take none of their *Benjamin*, no *Bar Gold*, or *Gold Trinkets*, only *Gold Dust*; which they have in plenty. If they are in want of *Ophium* they will give 300 *Dollars* per chest, from 65 to 75 per *Corge Blue Cloth*, from 90 to 110 per *Corge White*, and so in proportion for other *Commodities*.

In taking of *Gold Dust*; that you may not be a sufferer, I would advise you to take *Aquafortis* with you; in proving, take a *tale weight* of *Gold Dust* put it into a *China Cup*, and pour a little *Aquafortis* on it, if *good* it will remain pure and unfulled and will not loose in weight; if *bad*, it will smoke and send up a sulphureous Fume, and will loose more or less in weight, according as it is adulterated. At *Padang*, or any other *Dutch Settlement*, they will not suffer you to try their *Dust*; but must take it as they chuse to give it you. True, it is not so good as that of the *English*, but the *Prices* you get for your *Goods*, balance for the *bad quality* of the *Gold Dust*, and the trying of *Dust* only affects the *Malays*, so that in dealing with them make them allow a preportion for the whole that is lost in one *tale*, at *Padang* you must pay 5 per Cent. Customs, at other *Dutch Settlements* none.

Z

When



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When you leave *Padang*, salute and steer down for *P<sup>o</sup> Bobeck*, keep that on the Larboard Hand, and go within *P<sup>o</sup> Pergany*, *Telang* and *Marra*, this is a *bold Passage* but *vastly narrow*; if afraid you may go without them: But I have been working Tack and Tack thro' it, after passing *Marra* steer for *Boby Cacheel*, go on either side; and, passing it, steer for *Awoor Bassar*, keeping it on the starboard side: when abreast of it, look towards the NE. and you will see *Dutch Colours* hoisted on *P<sup>o</sup> Chingue*, steer for it, and keep it half a Point on the larboard Bow, and anchor in 12 fath.; when you go ashore and have agreed to do business, they will send a *Pilot* to conduct you into the *Harbour*, it is here, as at *Padang*, only *no Customs*: Goods bear the same Prices and sometimes more than at *Padang*.

Having done your Business steer down along shoar in 20 to 25 fath. water till abreast of *P<sup>o</sup> Bringen*, (keep nearer *Bringen* than the *Main* for fear of a *shoal* that lyes between them) and then haul gradually over for the *Main*, when *P<sup>o</sup> Bringen* bears SW. you may steer East and Ebs. that will carry you near a *Dutch Settlement* called *Ayer Raja*, where you may do something; It is a very difficult *Place* to find out, without the *Flag* is hoisted, for it is a mile *in-land*, and it is attended with danger, having no shelter from the NW Winds; Indeed, excepting your Business is very pressing, I would not have you to anchor here; however if you do, go no nearer than 8 fath.



Then



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|                                            |         |
|--------------------------------------------|---------|
| Then P <sup>o</sup> <i>Bringen</i> bearing | W 1/2 N |
| <i>Ayer Raja</i> Flag-staff                | East    |
| <i>Indrapour</i> Point                     | S 1/2 W |

Dist. off shoar about 2 miles.

here you have no occasion to salute except the Resident comes on board, if there is any thing of a *Sea* and *low water*, it is dangerous for Boats going into the *River*, because the *surff* sometimes *breaks* high on the *Bar*.

Being now at *Ayer Raja* you are past all the *Islands* and *Shoals* worth mentioning as far down as *Bencoolen*; except one to the *Southward* of *Moco Moco*, which I shall speak of by and by. In leaving *Ayer Raja* steer for *Indrapour Point*, at about a league's distance and steering down along shoar about 4 Miles off untill you see *Moco Moco Fort*, which is a *large white Building* near the shoar; run into 10 fath. *mud* and anchor, having *Moco Moco Fort* bearing E b N or East, here you cannot attempt going ashoar in your own Boat, but must wait till a Boat comes from the shoar to carry you in over the *surff*.

MOCO-MOCO.

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From *Moco Moco* about 3 leagues to the *Southward* is a *Shoal*, stretching off shoar about 5 Miles, on which is very *irregular soundings* and *hard Coral Rock*.

Come no nearer the shoar than 20 fath. until you get sight of *Rat Island*, then steer in, midway between *Rat Island* and *Marlborough Fort*, anchor in 10 fath. *mud*, having

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*Rat*



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|                              |        |
|------------------------------|--------|
| <i>Rat Island bearing</i>    | SW     |
| <i>Marlbrough Flag-staff</i> | E½N    |
| <i>Black Rock Breakers</i>   | SEbS½S |

I would not have you venture ashoar here unless some of your people are acquainted, for several Boats have been lost on the *breakers*, therefore make a signal for a Boat.

In Case of a hard NW Gale and large Sea, it is best to run down to *Poolo Bay*. . . . Follow these Instructions; go no nearer the *Black Rock* than 14 fath. when past it, steer down and haul in for *Sillebar*, keeping it a little on the larboard Bow; look out a-head on the starboard Bow, and you will see a *low sandy Point* called *Poolo Point*; go within half a Cable's length of it and luff round it at the same distance; here you may Anchor with safety in *smooth water*, do not go too near the SE side of the Bay because there are *sunken Rocks*.

Midway between *Rat Island* and *Buffaloe Point* is a very dangerous *Shoal*, on which I have seen the Sea break excessive high, therefore in going from *Bencoolen* to the *Southward* keep either the *Point* or *Island* on board.

The French Draught of this Coast is the most perfect, I have as yet seen." [supposed by C. George Baker]

An



## POGGY ISLANDS.

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An HISTORICAL RELATION of the *several Expeditions* from FORT MARLBOROUGH to the *Islands* adjacent to the WEST COAST of SUMATRA.

Fort Marlborough Con-  
sultations 23d February  
1749.

IN the latter end of 1748, some of the *Natives* of the NASSAU or POGGY ISLANDS came to Fort Marlborough; They entreated the Deputy Governor, Mr. Hurlock, that, on their return to their Country, some people might be sent to instruct them in the method of making Plantations: it was in consequence of this application, RESOLVED, that *three Malay Men* be taken into *Buguesse* pay for that purpose.

D<sup>e</sup> 10th April.

On the 10th of April following, in consequence of the many repeated invitations from the *Inhabitants* of the *Poggy Islands* (who seemed desirous of being instructed in making *Paddy* Plantations) It was RESOLVED to send thither the *Mary Sloop John Thomson*, in order to survey the principal *Bays* and *Harbours*; and a *Native* of Marlborough (who had frequented their *Ports*) was ordered to proceed in the Sloop on this Expedition.

The *Mary Sloop* sailed accordingly on the April.\* The Master being instructed to be very particular in his Observations, as well in regard to the situation of the

\* Fort Marlborough, Consultation 22d of April, 1749. "On the 9th the *Mary* was dispatched," altho' the Consultation, when it was resolved to dispatch the Sloop, was held on the 10th of April.



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POGGY ISLANDS. the several places he should visit, as to the disposition of the Inhabitants.

Fort Marlborough Consultations 26th May 1749.

Mr. Hindley, the Resident of Moco-Moco, on the Sloop's arrival there, in her passage to the Pogy Islands, the better to be informed of the disposition of the Natives, thought proper to send Mr. Randolph Marriot, with proper assistance and Instructions to survey the Places most frequented by the Malays; Mr. Marriot was also directed, to make enquiry what success four Persons who had come to Moco-Moco from one of those Islands about nine months before, and returned shortly after in a Tombongon with young pepper vines, well secured, and paddy, had met with in cultivating them: Mr. Marriot was further enjoined, in case any of the Pogy People were desirous to take passage on the Sloop to Moco-Moco, to bring them with him; and by all means to give the Natives in general the strongest assurances of Friendship.

The Sloop failed from Moco-Moco the 24th April, 1749, and returned thither the latter end of May; from thence the Sloop proceeded to Fort Marlborough, where she arrived the 19th June, bringing a Letter from Mr. Hindley, the Resident at Moco-Moco, dated 9th June referring to Mr. Charles Smith, for a particular account of the Expedition to the Pogy Islands, and promising to transmit, by Land, Mr. Marriot's REPORT, together with his own sentiments, and those of the Sultan of Moco-Moco.

D<sup>o</sup> 29th August.

This REPORT was not transmitted to Marlborough till late in August; it here follows;

Mr.



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Mr. MARRIOTT'S REPORT of the Pogy Islands.

" To Mr. Robt Hindley,

Sir,

Conformable to the directions you gave me, on my going to the Pogy Islands, to cultivate a Friendship with the Natives, to examine and enquire if the Soil was proper to plant Pepper, and, in case it was, to give them hopes that persons would be sent to instruct them therein; and at the same time to make what other Observations I thought might be necessary; I am now to acquaint you that the following is the substance of what I could find worth notice.

On the 24th April PM. we weighed from *Moco-Moco Road*, and the 25th in the morning, saw the *Pogy Islands*, but proving calm all day, we made little way, the next morning the Pilot imagined we had overshot *See Cockup*, which (as we saw 2 Sampans close in shoar) obliged us to send our Sampan to enquire of them whither it was *Seenard*, which they informed us it was; At 2 PM. we anchored in a Bay called *See Basfoa*, and about an hour afterwards came on board several of the Natives, they told us about 2 leagues farther was a much finer Bay, over against which was their *Qualloe*, accordingly, as we lay very much open to the winds, we weighed, and between 5 and 6 P.M. anchored in *See Taloo Pooly Bay* in 5 fath. water, about a mile off the nearest shoar, fine clay ground.

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On the 27th, at 4 AM. We weighed and sailed.

At 7 we made the *Passage to See Cockup*, and about 2 miles from it we sounded and found from 7 to 50 fath.

At 9. a breaker, upon a reef of *Rocks* which lay off the *Passage to See Cockup*, bore EbN, about 4 or 5 miles off the shoar.

At noon entered the *Passage to See Cockup* on the Lar-board side of the *small Island* which lyes at the mouth of the *Passage*, and had 15 fath. close to it. The Current setting very strong out, was obliged to anchor at 1 PM. in 24 fath.

28th. We anchored at the Mouth of *See Cockup Qualloe*, and in the Evening several of their Rajahs came on board, to whom we gave some Rice with which they seemed very well pleased, and then, agreeable to my Directions, enquired if they were willing to be under the Honourable Company's protection, and to plant *Pepper*, which would be very much to their advantage; they told me they were, but they did not know how, that the Governor of Bencoolen had some time ago sent People to instruct them, but that they had left them and gone to settle with See Raja Taupoo Ootan, at *See Batoomoonga*, they were very pressing with me to come and see their Doosons before I sailed which I promised to do, and on

Monday 1st May, I went thither. It is about 10 miles up a small river, when I was there, I asked the Malays I had with me, as also the Jurremoody and some of the People of a Praw and Tombongon that lay there, if the Soil was good, and if they thought *pepper* would thrive there, They all assured me that  
it



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It was a very good soil and fit for planting pepper. Whilst there, I again desired to know of the Natives if they would plant Pepper if they had people to instruct them, They all told me they would, and I promised, on my return to Moco-Moco, I would acquaint you with the great desire they expressed to be instructed in planting Pepper, which I told them I believed would induce the Sultan and you to send Malays to settle amongst them, but at the same time acquainted them that they must be very assiduous, for they must expect no other assistance from the Malays than being only instructed.

Tuesday 9th May, at 4 AM. weighed anchor and sailed for *See Laboo Laboo*,<sup>a</sup> and arrived there the next evening, having been becalmed the best part of the day before, and in the night obliged to lay to, for fear of going past it. We went round the *small Island* called *See Laboo* (the other passage being rocky and dangerous) and anchored close under it, which with a reef of *Rocks*, which run a considerable way to the Northward of it, secured us from any hard winds, the same evening came on board one of the Malays sent by the Governor of Malborough to *See Cockup*, but then removed to *See Batoomoonga*; upon my enquiring the reason of their not settling at the place to which they first went, he informed me they had been very ill used by those People; that they had taken from them 100 Bamboes of the Paddy, which the Governor gave them to plant, and 100 Bamboes of their own, with all their Prongs and Tools which they had carried for planting Paddy; that they wanted to make Slaves of them, telling them

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<sup>a</sup> Called *See Laubo Laubo* in the Plan.



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the Governor of Bencoolen had sent them in the room of Oojong Pana, and those who died at Bencoolen. I then asked them whether they had made a plantation, he told me See Rajah Taupoo Ootan, the head Man or Leader of those who were at Moco-Moco, about a year ago, cleared some ground, agreeable to his promise, to the Sultan and You, that they were going to burn what was cut down, that most of his People were then setting about clearing ground for Plantations, and that he believed in a little time they would all begin to do the same. Having very little Paddy left, he desired I would spare him 100 Bamboes which accordingly I did.

The next day came on board several of the Natives of *See Batoomoonga* (which is about 3 leagues from *See Laboo* Harbour) amongst whom was See Chancemoney, one of those who were at Moco-Moco, I asked for See Rajah Toupoo Ootan, he told me he was gone to *Porah* but that he expected him back every day; he told me only three of the *pepper vines* they carried from hence for a trial thrived, which arose, he believed, from their want of experience how to take care of them. This day also came on board some of the Natives from *See Laboo Laboo* Doofoon, they brought a message from their head Rajah, which was to inform us, that they had lately been at war, that as it was at an end, they were performing some rites, which hindered them from coming down, but if we would stay a month there they would have finished them all by that time, I desired the People to acquaint him that we did not come to trade with him, but to know if they were willing to enter



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enter into an alliance with the Honourable Company and to plant Pepper; they accordingly returned and told him, and next day I received a general answer from him and his People that they would be very willing, provided I would send some Malays to instruct them.

Monday 15th May, we met Rajah Taupoo Ootan on his return from *Porah*, he told me he had been to *Porah* to persuade the King of that Place to plant Pepper, &c. which he was very willing to do, if he had Malays to instruct him, I put him in mind of the promise he made to both you and the Sultan to plant and take care of the Pepper vines which he carried over; he told me he believed they most of them died for the reason I have before mentioned, he then very earnestly desired me to request the Sultan and you, in his name, to send over Malays with great quantities of Vines and Chinkareens, and also to send him some Paddy to plant, all which he promised to be very assiduous in cultivating and should be very thankful for, which I assured him I would not fail to do: and it is my opinion that if some Malays were settled at each of these Places, the Natives would soon be able to make large Plantations.

As by Mr. Thompson's Account there is anchoring ground quite from the *Entry* of the *Passage* to *See Cockup* to the Island *See Oopa*, which is the passage out to *See Laboo Laboo*, it forms one of the finest harbours that can be; and at *See Laboo Laboo* there is also a *fine Bay*, secured from all winds by the *Island* and *reef of rocks* above mentioned.

I have only further to acquaint you, that I take the Natives to be an ignorant harmless People, who live  
upon



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upon Saugo, Cloddy, Plantains, and are cloathed with Colit-coys, Plantain, and other leaves, their extreme poverty will therefore, I believe, induce them to be very industrious, and hope the Expences of a Trial upon this representation may answer good purposes.

I am, Sir,

Moco-Moco, Your most obedient Servant,  
20th June, 1749. Randolph Marriot."

Fort Marlborough Con-  
sultations 29th Aug. 1749.

Mr. Hindley, the Resident of Moco-Moco, when he transmitted this REPORT to Fort Marlborough, wrote that it had been particularly explained to the Sultan, and was found to agree with the Relations received from many different Malays, especially in regard to the Soil and disposition of the Natives. The Resident further added, that the Sultan joined with him in opinion, it might much conduce to THE COMPANY'S Interest to have a Settlement there, and, that in consequence of this opinion, He had discoursed several Persons about going with their Families to inhabit those Islands, which Proposal He found many readily embrace on the following Conditions:

1. That a Corporal and four Bugueffes should remain with them 'till they were settled.
2. That they should be supplied with a sufficient quantity of Pepper-vines, Chinkareens, and some Paddy, for their first stock.
3. That a small gratuity, according to the number of each Family, should be given for the purchase of Provisions and Tools.

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The Deputy-Governor and Council of Fort Marlborough, in a Letter to Mr. Hindley, dated 17<sup>th</sup> August, 1749, tell Him, they were highly pleased to find that *several Families*, under the Jurisdiction of the Sultan, were inclined to transplant themselves to the Pogy Islands on the Conditions before mentioned; Mr. Hindley was enjoined, strictly to caution the *Bugueffes*, whom he might appoint, to deport themselves in such a manner as to afford not the least umbrage of Offence in any shape whatever to the *Inhabitants* there, lest it might be the means of exciting resentment in the *Natives*. At the same time it was observed, that as *no Place* was pointed out as the *most convenient* for a *Settlement*, They were at a loss to know where it was intended to fix the *Bugueffes* who were proposed to be sent."

Fort Marlborough Consultations 6th April 1750.

It was RESOLVED, in April 1750, to send the *Swallow* Sloop, John Thomson, to the *Pogy Islands*, with Mr. John Saul, who was charged with several *Contracts* for the *People* of *those Islands* to execute, engaging them to *cultivate their Country* by planting *Pepper* and *Grain*; for which purpose orders were sent to *Moco-Moco* for the provision of a sufficient supply of *Pepper-vines*, *Chinkareens*, *Paddy*, &c. to be transported thither.

On the 18th April the *Swallow* sailed from *Marlborough* for *Moco-Moco*, in her way to the *Pogy Islands*; but the *Master* dying at *Moco-Moco*, and the *Sloop* proving leaky, she returned to *Marlborough*.

D<sup>d</sup> 30th June, 1750.

It was RESOLVED on the 30th June, that the *Cuddalore*, John Whiteway, should be sent to the *Pogy Islands* instead of the *Swallow*; on the 6th July, in the morning, six *Soldiers* *deserted*, and boarding the *Cudda-*

C c

lore,



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lore, compelled the *Mate* to sail for *Atcheen*, but being overtaken by the *Long-boat*, manned and armed, sent in pursuit of them from *Bencoolen*, the *Deserters* attempted to escape in the *Jolly-boat*, but were overpowered and brought back.

The *Master* of the *Cuddalore* was ordered to make an accurate Survey not only of each of the *Poggy Islands*, but also of *Fortune Island*, called by the *Malays* SEE PORAH.

On the 17th July the *Cuddalore* sailed for *Moco-Moco* and the *Poggy Islands*.

On the 19th arrived at *Moco-Moco*, and sailed from thence for the *Poggy Islands* on the 1st August.

Fort Marlborough Con-  
sultations 23d August.  
1750.

The *Resident* of *Moco-Moco* informed the *Deputy-Governor* and *Council* of *Fort Marlborough*, that *Mr. Saul*, before his departure had received the assistance and Instructions which were judged necessary, and was supplied with a large number of *Pepper-vines*, the greatest part of those formerly sent being dead, besides *Rice*, &c. for presents to the *Head-men*.

On the 17th October, the *Cuddalore* returned to *Moco-Moco* from the *Poggy Islands*. *Mr. Saul's Report* of this *Voyage* is no where entered on the *Company's Records*.

D<sup>o</sup> 6th February 1751.

In February, 1751, It was RESOLVED to send *Mr. John Saul* to take a further Survey of the *Poggy Islands*, in the Sloop *Mary*, *John Mould Master*; and orders were sent to *Mr. Hindley*, the *Resident* at *Moco-Moco*, to supply *Mr. Saul* with *Paddy*, *Chinkareen Plants*, and *Pepper-vines*, in case the *Sultan* should have been informed they

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\* I have been informed that a Description of the Places visited in this VOYAGE is in the possession of *Capt. Skottowe* of the *Bridgewater*, now abroad.

N.B. *Capt. Skottowe* has since very obligingly communicated this Description, but it is nothing more than a copy of the *Explanations* inserted in the *Plans*.



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Fort Marlborough Con-  
sultations 26th February  
1751..

they were in want of any, and also with a *Linguist* and what other necessaries Mr. *Saul* might have occasion for.

The Instructions to Mr. *Saul* directed him to proceed to survey *those Places* which He was not at before; and also to go as far to the Northward as the ISLAND NANSIHAN, making the same observations of the nature of the Inhabitants, Soil, &c. as He was formerly instructed to do in his Voyage to the POGGY ISLANDS and FORTUNE: He was also enjoined to visit the *Places* He had before been at, especially where *Paddy*, *Chinkareens*, and *Pepper-vines* had been planted, that He might see what Improvements had been made, and encourage the diligent..

It was recommended to Him, to endeavour to persuade the *Natives* to execute *those Contracts* which had not been performed, and to treat them in a courteous manner during his continuance amongst them; and to try if He could prevail on any of the *Natives* to come to Fort Marlborough, that there might be an opportunity of instilling into them a just idea of the advantage that would accrue by their alliance with THE COMPANY, and removing a false opinion They entertained, that "They would not be permitted to come to Fort Marlborough."

Mr. *John Mould*, the Master of the Sloop *Mary*, who had been Chief-Mate of the *Cuddalore* in the former Expedition, was directed to make very particular Observations and Draughts of Each of the POGGY ISLANDS, FORTUNE and NANSIHAN.

On the 28th February, the *Mary* Sloop sailed from Fort Marlborough and arrived at *Moco-Moco*, on the 3d March,



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Fort Marlborough Con-  
sultations 3d April  
1751.

3d March, and sailed from thence the 15th; Mr. Hindley the Resident of Moco-Moco, in a letter dated the 15th March, advised the administration at Fort Marlborough, that, the weather having been so bad, the *Mary* Sloop had been detained there till that day, when Mr. Saul pursued his Voyage, having been furnished with all that was judged requisite, and promised further supplies by *Tombongons*.

D<sup>e</sup> 25th May.

On the 18th May, the Sloop *Mary* arrived at Fort Marlborough from the POGGY ISLANDS, &c.

D<sup>e</sup> 31st May.

Mr. Saul's REPORT of this Expedition was given into Council on the 31st May, and is entered on the Records of the 26th June. It follows:

D<sup>e</sup> 26th June.

" To the Worshipful Joseph Hurlock, Esq; Deputy-Governor &c. Council of Fort Marlborough.

Worshipful Sir and Sirs,

Agreeable to your Worship, &c. orders of the 25th February, I took passage on board the Sloop *Mary* for Moco-Moco, where I arrived on the 4th March, and was from thence dispatched by Mr. Hindley on the 15th. On my arrival off *Laboo Laboo* I found the Malays had not gone on so briskly with their Plantations as might be expected, for which I did not fail to reprimand them very severely. They made several frivolous excuses and promised to be more careful in future. The natives, during my absence, had not given any signs of their Inclination to plant either Pepper or Paddy; but, by Rimbo Connong's account, had frequently used him and his People ill, threatened to send them



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them away, and that they were obliged to appease them by assuring them the Honourable Company would not settle amongst them; the reason they gave the Malays for thus altering their minds was, that those of the Natives that had been at Marlborough, having frequently observed *People in Irons and other marks of Slavery inflicted on them*, had caused a report of their being used in the same manner, in case of an English Government; this Report had likewise been confirmed by several of the Malays who go to trade amongst them. As soon as the Natives came on board, I enquired of them the truth of this, but they all assured me it was false, and that they were desirous of nothing more than the Honourable Company's settling amongst them, and promised very faithfully to set about planting, but beg leave to represent to your Worship, &c. that those promises are not to be depended on, and that I am apt to believe they are partly the effects of Fear, and partly occasioned by the hopes of further presents being made them. A few days after my arrival at *Laboo-Laboo* came in a Chinese Prow from *Nantian*, the Master whereof gave me an account of an attempt of the Natives of that Place to cut him off, but that he had luckily escaped and made for this Place, in hopes of meeting with the Sloop, being determined, as he said, to accompany me there, which I was extremely glad of, having no one on board any ways acquainted with those People. As soon as the wind permitted we sailed with an Intention to go directly for *Nantian*, but were greatly surprized to perceive the Chinaman, instead of following us, bore away for *Batoomoonga*, as the loss of his

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Company



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## FOGGY ISLANDS.

Company would be a great disappointment, we put into *Se Labbah* on the Island of *Good Fortune*, but after staying some days in vain for his coming made the best of our way for *Nantian*.

The people having never seen so large a Vessel were greatly afraid of coming near us; and we lay ten days in the Harbour before we could possibly prevail on them to come on board, but afterwards found them as sociable as at other Places, and signed the Contracts very willingly. After about a fortnight's stay we sailed from *Nantian* and called at *See Ooban*, where we continued only one day, making the best of our way for *Laboo Laboo*, where after making presents amongst the Inhabitants, and recommending the Malays to their care and protection, sailed for *See Cockup*. On my arrival fired a gun as usual, being a signal for the Natives to come on board, but was much surprized to find that neither that nor the next day they made their appearance, on which I sent two Bugueffies to invite them on board; but they prudently returned, acquainting me that the River, about half way to the Town was blocked up with large Trees purposely put there to prevent any one passing. As I was sensible I had given them no cause of offence, did not readily believe what the Malays told me, and accordingly went up the River myself in the Jolly-boat, but had not proceeded above two miles, before I met with some of the Natives in two sampans, who as soon as they perceived me, rowed back again as fast as they possibly could shewing great signs of fear; I called after them but in vain, when they



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POGGY ISLANDS.

they had got a good distance from me they quitted their Boats and run into the Woods; after this I thought it would be imprudent to go any further, and accordingly immediately went back again. We continued off this Place 'till the next evening without any appearance of the Natives, therefore failed for *Tallo Backo*. The Chiefs of this Place and *Se Mapoppou* Signed the Contracts, making the same promises as had been repeated at other Places.

On the 15th. We left *Tallo Backo*, and

On the 16th in the morning, came to an anchor off *See Bassooa*, within musquet shot of the Shoar; several of the Natives being assembled together by the Sea side, I sent the Linguist and a Buguesse in the Sampan to invite them on board, but as soon as they had got ashore they took away the former's Creese, seized his hands and stabbed him in a most cruel manner with their Lances. The Buguesse on seeing the usage of his Companion wounded one of the Natives with his Creese, and having got a Lance that was thrown at him, defended himself against them and came happily off with only one small wound by an arrow. As this piece of barbarity was acted before our eyes, we immediately, on seeing what they were upon, fired a Swivel Gun from the Sloop; and the Master with 5 or 6 of his People went in the Jolly-boat to their assistance, on which the Villains run into the Woods, and the Malay was brought on board without any molestation. One of the Persons concerned in this cruel act, was one of the abovementioned that had run from me in the River of *Se Cockup*. The reason they gave for acting thus was, that, that man



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man had told the rest that I had entered the River of *Sa Cockup* in a hostile manner. As this was the last place I proposed touching at (the People of *Labboan Jaw* being gone to *Nantian*) I thought it the best to proceed directly for *Moco-Moco*, hoping by speedy assistance to save the Life of the Linguist, whose wounds I imagined to be more dangerous than they have since proved to be. On the 17th at night finding ourselves to Leeward of *Moco-Moco*, were obliged to come to an anchor off *Ayer Dicket*, in the night we parted from our anchor and blowing very hard from the NW. thought it the most safe to bear away for *Marlborough*, I hope your Worship, &c. will not think my Conduct blameable in this Expedition, as I have strictly observed your injunctions in my behaviour towards them. Enclosed your Worship, &c. will be pleased to receive an Account of Sundry Disbursements and Charges during the above Expedition, of which I now humbly request the payment. \*

I am with great respect,

Worshipful Sir and Sirs,

Your most obedient humble servant,

Fort Marlborough,

JOHN SAUL."

31st May, 1751.

\* The Honourable Company, Dr.

|                             |             |    |   |
|-----------------------------|-------------|----|---|
| To John Mould for Sundries, | Span. Doll. | 13 | 2 |
| (Allowed him 10 Dollars)    |             |    |   |

|                            |             |     |   |
|----------------------------|-------------|-----|---|
| To John Saul for Sundries, | Span. Doll. | 129 | 2 |
|----------------------------|-------------|-----|---|

|                                                                                   |  |    |  |
|-----------------------------------------------------------------------------------|--|----|--|
| To D <sup>r</sup> for Extraordinary Expences of Diet on the }<br>Voyage 2½ months |  | 50 |  |
|-----------------------------------------------------------------------------------|--|----|--|

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Having



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1

POGGY ISLANDS.

Having since the foregoing was printed found at the India House a Copy of Mr. *Saul's Report* of His First Voyage. It follows, viz.

“ To the Worshipful Joseph Hurlock, Esq; Deputy Governor &c. Council of Fort Marlborough.

Worshipful Sir and Sirs,

“ Having, agreeable to your Worship &c. Orders of the 24th April and 5th July, proceeded to the several Islands of *Nassau* and *Good Fortune*, beg leave to lay before you the Occurrences during that Expedition.

“ Mr. Robert Hindley, after putting on board a great Number of *Chinkareens* and *Pepper Vines*, dispatched me from Moco-Moco;

“ The 1st August took our Departure from Thence

“ 3d in the morning, made the Southernmost part of *Nassau*, and came to anchor off *Laboon Jow*, the Natives not appearing, in the afternoon weighed, with an intention to proceed directly for *Labboo Labboo* to the Mallay Plantation; the *pepper Vines* that were taken in at *Marlborough* being entirely perished, and those from *Moco-Moco* being some of them decayed, thought that the best means to prevent a total loss, but proving a Calm, in the Evening, was obliged again to come to ⚓.

“ On the 4th of the morning, the Natives made their Appearance, and about 14 or 15 of them came aboard, on their being acquainted with your Worship, &c. Design of sending me amongst them, they expressed much Joy, and beg'd that I would call upon them on my Return; and that they would then Sign the Contracts; I distributed amongst them some Small Presents; being told of the Necessity of my making all imaginable haste to *Labboo*,

\* D d 1

they



## FOGGY ISLANDS.

they went ashore, seemingly much pleased; on which we made Sail and the next Day arrived in the *Strait* of *See Cokup*; where meeting with a Strong Current and little Wind prevented our proceeding any further till the next morning, when, meeting a favourable Breeze, arrived at *Labboo Labboo*: the same Evening *Rimbo Connong* (the Corporal) and his Son came on board, and informed me that they had greatly suffered through want of provisions, having had no Rice for upwards of 2 Months, which had obliged them to send away the rest of the *Mallays* in a small boat to *Moco-Moco* for a fresh Supply.

“ On the 7th I went ashore to view the *Plantation*, carrying with me the *Chinkareens*, *Pepper-Vines*, and 3 *Mallays*, which the Sultan had sent over as *Planters*; they have pitched upon a *rising ground*, close to the Sea Side, and had then cleared away the woods for about a mile in Circumference; it's chiefly a black and very rich Soil for some distance; and *Dattoo Moodoo* and the *Jurroetoolis*, whom Mr. Hindly sent with me, assured me they never saw any ground that appeared so fit for the growth of *pepper*. The *Paddy* and *Vines*, which they brought with them from *Moco-Moco*, being much damaged by the Salt Water, the former came up very thin, and not above 4' of the latter remained alive. A Small Distance from the *Plantation* is a Clay, very proper for Bricks, and the greatest Plenty of Stones for *Chunam*, there is a great number of large Straight trees which would afford a supply of good Timber, Boards, &c. very fit for building of Boats; as to *Bamboes*, *Attops*, *Coolet Coys*, *Neebongs* and *Rattans*, the Country abounds with and seems to be as good in Quality as here. The *Town* of *Labboo Labboo* is



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3

is about 5 miles from where the *Mallay's* live, is esteemed the largest upon the *Island* and contains about 300 Inhabitants.

“ The Day after my arrival, The Chief, with 40 or 50 of his people, came on board, they seemed to receive great Satisfaction from the thoughts of being under the Honourable Company's protection; I did not fail, agreeable to your Worship, &c. Instructions, to recommend to them the *planting* of *Pepper* and *Grain*, as the only means of raising them from that wretched state of Poverty, which they at present labour under: I told them I was much surprized that, notwithstanding their Promises and the *Vines* and *Paddy* that had been given them, I observed they had been entirely neglectful, and not shewn the least Inclination to cultivate their Ground, they formed many Excuses, and said they thought it very hard Labour, and such as they had not been used to besides they did not know but their Trouble might be to no purpose, as they did not perceive any great prospect from what the *Mallays* had planted: But however they assured me that in future they would be diligent and set about planting very soon. The Chief promised to encourage them in that Design as much as possible, but as the Chiefs in the Country are little more esteemed than other Men, their Authority is very small, every one seems to follow their own Inclination without the least Order or Controul, they are extremely ignorant, and not easily convinced of the Advantage that must accrue to them from the *Growth* of *Pepper*, &c. The Ridiculous Ceremonies which are common amongst them at present, would



## POGGY ISLANDS.

would be a great bar to their proceeding in any Business that required much Attendance, they are very revengeful in case they are affronted, but, on the contrary, if well used very kind and hospitable, the *Mallays* have lived with them very amicably, and seem not to be apprehensive of ill treatment, any further than what proceeds from Ignorance; In their persons they much resemble the *Mallays*, only much stouter, and in general, more hardy and active, they are very Dextrous at their *Bow* and *Arrow*, which they carry with them on all Occasions, as likewise a *Dagger* about the size of a Creeze; *Se Raja Se Tapasolloon*, who was formerly at *Moco-Moco*, lives at *Battamoonga*, to which Place I went in a Sampan, there being no Anchorage for the Sloop; The *Town* contains about 30 people, lays very low, and the ground, for some distance, is under Water in case of great rains, therefore not proper for *Planting* of *Pepper*. The 3 *Mallays* that were sent from *Marlborough*, have a *plantation* of *Paddy* about a mile Distance from the *Town*, Its about  $\frac{1}{4}$  Mile in Circumference; was then almost ready to cut, and looked exceeding well, considering the long time they had been in the Country, could not help thinking they had been very diletory, and threatened them with your Worship's &c. Displeasure if they did not in future set a better example of Industry to the Natives. The *Raja* seemed to have a grateful sence of the favours he had received at *Moco-Moco*, he assured me his endeavours had not been wanting, to encourage his people to cultivate their Ground, that he himself had actually set about it, but



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## POGGY ISLANDS.

but was obliged to desist, not being able to prevail on any One to assist him; they, in general, expressed themselves in the same manner as the people of *Labboo Labboo*, and promised to be more mindful in future. *Se Rajah* having informed me that *Se Loul*, one of the *Mallays*, had been somewhat troublesome, begged he might be sent back, I therefore took him on board the Sloop, being fearful of the Consequences of his continuing amongst them especially as he disagreed with the other *Mallays*; During our stay at *Labboo Labboo* when the Weather permitted, chief part of the time was employed in Surveying the several *small Islands, Bays, &c.* thereabouts. The largest *Island* of *Labboo Labboo*, which is about 3 miles in Circumference, (As it would be very convenient on Account Vessels and much more healthy than the main *Island*, which is so prodigiously full of trees) I beg leave to represent to your Worship, &c. as a very proper Place to settle upon, at least till such time as the Woods may be more cleared on the *Main*, on the SW. part of it is a small Eminence, and close by, a good landing place for Boats. The Master of the Sloop having informed me, he had your Worship, &c. permission to do some necessary repairs to her, at the first convenient Place, she would touch at, *Labboo Laboo* being thought such, the time employed on that Business, greatly prolonged our Time; The head men of that Place, as likewise those of *Battamoonga*, having signed the Contracts.

“ We sailed on the 30th August for the *Island* of *Good Fortune*. And,

\* D d 2

On



## POGGY ISLANDS.

On the 1st of September came to  $\rightarrow$  off *See Baggow*, but, being an indifferent road, we weighed the next day. And,

“ On the 3d got into the *Bay of Se Ooban*; The *Natives* there; as they had never seen so large a Vessel, or any White Person before, were at first much afraid of coming near Us, but in a few Days they were very well reconciled; and came on board every Day in great numbers: Their persons, manners, and language, are much the same as the *Natives of Nassau*; The *Country*, as at *Nassau*, is very woody, not appearing the least open Spot throughout the whole *Island*, the Ground about *Se Ooban* has a good rising, and the Soil a fine Clay, the *Town* is about 4 miles up a River and contains only a few people. The Chief Men signed the Contracts with a seeming pleasure, and begged I would represent to your Worship, &c. their earnest desire of having *Mallays* sent amongst them, to instruct them in the method of *planting Pepper*, &c.

“ During our stay arrived the Boat which I before mentioned to be sent from *Labboo Labboo*, and which Mr. Hindley had dispatched from *Moco-Moco*; with 4500 *Vines*; the Southerly winds obliging them to put in there; the day after her arrival, the wind proving favourable, dispatched her with orders to *Rimbo Connong* to be particularly careful in *planting the Pepper*.

“ Meeting with a *Tombongon* the *Jurreemoedy* whereof informed me of an exceeding good Bay, being at the North-  
end



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POGGY ISLANDS.

end of the ISLAND, I engaged him to conduct us there, our Pilot being unacquainted.

“ On the 10th we left *Se Ooban*. And,

“ On the 11th came to  $\rightarrow$  under the *Easternmost Island* of *Se Beeroo* in rocky ground; but, the wind not permitting us to get a better birth, was obliged to continue there two days; we had the pleasure of discovering there a Bay, which I believe was *not known* before to *any one*, The *Natives* as well as *Mallays* being intire strangers to It: several Veffels may lay there entirely *land-locked*, but as the Master of the Sloop has taken a pretty exact *Draught* of *that*, as well as all other Places we touched at, they will be more fully explained to your Worship, &c. by *That*, than any Description I am capable of giving. The *three Islands* of *Se Beeroo* seem to be the best soil of any of the *small Islands* I have seen, The *Easternmost* is a fine clay and in some parts fine Land.

“ As none of the *Natives* live thereabout, we embraced the first opportunity of sailing which was on the 13th.

“ As I was informed there was no Inhabitants on the *West side*, nor anchorage for the Sloop, made the best of our way for *Se Labbah* where we arrived on the 16th; the *Land* is *higher* there, than in any other part of the *Island* and the Soil good; The *Town* contains about 300 people, several of whom are originally from the *Island* of *NIAS*, that language being common amongst them, they have the character of being more simple and



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and inoffensive than their Neighbours; they expressed a very earnest desire of having *Mallays* sent amongst them, assuring me of their treating them with much civility, and their readiness to observe any instructions might be given them in regard to cultivating their ground,

“ I should gladly have gone ashore at *Se Pora* and *Se Baggow* but could not possibly effect it, The Sloop being obliged to lay at such a distance from each: The former contains about 500 People and the latter 200: These Places with *Se Labbah* and *Se Ooban* are the only inhabited parts on the *Island of GOOD FORTUNE*. Their small adjacent *Islands* not producing *Coconuts* as those of *Nassau*, their only Commodity for Traffick is *Saugo* of which they have a great plenty,

“ On the 19th we left *Se Labbah*, being in great want of wood and water,

“ Put into *Laboo Laboo*. On the 23d.

“ Its with great pleasure I inform your Worship, &c. that I found all the *Pepper Vines*, as well these I carried with me, as them that Mr. Hindley sent after, in a very flourishing way, having not, since their being planted, the least appearance of decay; the *Chinkareens* were most of them dead, but as the Country abounds with them their loss was easily supplied: *Rimbo Connong* has already planted 5000 and promises to have 10,000 shortly. I took the liberty to assure them of meeting with all reasonable encouragement, if they went on with unanimity and industry, strictly charging them to be cautious of giving the *Natives* the least cause of complaint.

The



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The Head-men repeated their promises of setting about making *plantations*, in which I ordered the *Mallays* to be assistant, and give them all necessary instructions.

" Having taken in *wood* and *water*, on the 29th we left *Labboo Labbo*. And,

On the 3d October arrived at *Se Coccup*, this Town contains about 200 People, and lyes about 8 miles up a very fine river, The *Mallays* give them the character of being more mischievous than on any other part of the *Islands*, but, during my stay, did not observe the least appearance thereof, They behaving themselves with much civility, They seemed to be jealous of the notice taken of the People of *Battamoonga* and *Labboo Labboo* assuring me they only wanted an opportunity to render themselves more deserving, by strictly observing any instructions that may be given in regard to cultivating their Ground, &c. and begged me to represent to your Worship, &c. their earnest desire of being thought worthy of The Honourable Company's Protection. The People that were formerly at *MARLBOROUGH* live at a *small Place* called *Annack Soongey*, close by *Se Coccup*: I taxed them with their ill-usage of the *Mallays* that were sent with them, to instruct them to *plant Pepper*, &c. by seizing their effects and not suffering them to settle amongst them, They said they only wanted them to wait till the finishing of some Ceremonies in regard to the death of their Relations, but that the *Mallays* had mistook their meaning and had fled to *Battamoonga* before they knew any thing of it.

\* D d 3

" The



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" The Ground about *Se Caccup* appears extraordinary good, The Strait affords several fine Bays, where a great number of Vessels may lay entirely protected from all Winds: The small Islands are in general very bad soil, being a sand mixed with coral stones.

" On the 10th we sailed from *Se Caccup*. And,

" On the 11th came to  $\rightarrow$  off *Tallo Backo* a small Town; the Inhabitants whereof expressed themselves much in the same manner as the rest had done.

" On going ashore we discovered a good Bay but a brisk Wind at SE prevented our getting in.

" The next day still blowing fresher occasioned the Sloop to drive, a Shelf of Rocks being under her stern, obliged them to cut away the Hawser and stand out to Sea: this Current being so strong against us, we drove prodigiously to leeward.

On the 15<sup>th</sup> we carried away our topmast, the master of the Sloop, finding his endeavours to beat up to windward in vain, told me in case we did not bear away directly for *Moco-Moco*, he was fearful of falling to the Northward of that Place; he likewise represented to me, that the Vessel was leaky, her Sails in a tattered condition, most of the People sickly, their allowance of Rice almost expended and that he had only one Cable that was trust-worthy. These I hope your Worship, &c. will think sufficient reasons for quitting the Islands without calling upon the People of *Lalboon Jaw* and *Tallo Poolye*, we accordingly

" On the 15<sup>th</sup> bore away. And

" Arrived at *Moco-Moco* the 17<sup>th</sup> ult.



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POGGY ISLANDS.

" I beg leave to assure your Worship, &c. that during my stay amongst them, nothing in my power was wanting to make them sensible of the mild and equitable Government of the Honourable Company: I am in great hopes I have succeeded in my Endeavours to gain their good opinion, as I was ever studious of obliging them.

" It would afford me infinite satisfaction if my Conduct in this Expedition should meet with your Worship, &c. approbation.

I am with the greatest respect,

Worshipful Sir and Sirs,

Your most humble servant,

Fort Marlborough, (Signed) JOHN SAUL,

November, 1750.

The Deputy Governor and Council of Fort Marlborough in their General Letter to England & Suffolk dated 10<sup>th</sup> January 1750-1. Say

Par. 62. We mentioned to your Honours in our last Addresses, the Invitation we had from the Inhabitants of the Naffau Islands to settle amongst them, since when we sent thither Mr. John Saul on the Cuddalore who failed in July with Instructions and a number of Contracts for the Inhabitants to enter into, which they readily complied with. The Resident of Moco-Moco also put on board another Supply of Vines, Chinkareens and Grain.

63. At



## POGGY ISLANDS.

63. At the said Sloops return hither we had a pleasing account of the situation of the Harbours, which the Master took particular care to examine and we have forwarded a Draught thereof in the Packet, for your Honours inspection, as likewise the Remarks Mr. Saul took of the Inhabitants and disposition of the Soil during his stay there; and it appearing from thence that there is a great probability of *Those Islands* being made productive of the growth of *Pepper, Paddy* and other necessaries. We propose to depute the said Gentleman to reside at one of those Islands called *Labboo-Labboo*, which is recommended to be the largest and most commodious spot; but we cannot say we are yet come to a final determination on that head. Some Bugguees notwithstanding left in possession, and skilful Planters from *hence* and *Moco-Moco*, have taken their residence there, in order to teach the *Natives* the manner of cultivating the *Vines* and *Chinkareens*, a Work so beneficial as to cause us to conclude if a settlement was erected, it would greatly tend in a few years to the advantage of the Honourable Company.

If



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POGGY ISLANDS.

If any *Draughts* were made in *this Voyage* of the Sloop *Mary*, They are probably not *now existing*; as none of them are in possession of THE COMPANY, or in the Hands of any Person that I know of.

Mr. *Hindley*, the Resident of *Moco-Moco*, in a letter to *Fort Marlborough* dated 31st May, attributes the *mistake* (as he terms it) at one of the POGGY ISLANDS to their apprehensions that the Sloop was a *Dutch Vessel*, and desires the Administration of *Fort Marlborough* to defer their judgement on that affair, 'till the return of a Boat he intended to send thither.

In reply to this letter, under date the 14th of June, The *Deputy Governor and Council* observe, that, in Mr. *Saul's* REPORT, a different reason was assigned for the misunderstanding at the POGGY ISLANDS; and that they had since then heard the *Natives* were under apprehensions of being attacked in return for the Injury; for which reason they recommended to him that the Boat, he intended to send thither, might be dispatched without delay for the assistance of the *Malays* who had been left there.

Mr. *Hindley* in another letter, dated 27th June, says he would have sent this Boat to the assistance of THE COMPANY'S People at the *Poggy Islands*, if the *weather* had not prevented; but hoped to dispatch her in two or three days; he expressed some anxiety for their safety, but hoped the late unhappy affair at *another* of the *Islands*, would have *no further bad consequence*, as some of the *Natives of the Island*, where the People were left, had been at *Moco-Moco* and were convinced the English settling there will be much to their advantage.

E e

On



## POGGY ISLANDS.

On examining the *Records* of THE COMPANY, I could find no further account of the *Proceedings* in this matter; And as there did not appear any good reason to drop the *Enterprize*, it occasioned to me much astonishment; but on enquiring of a Gentleman,\* then at Fort Marlborough, what was the cause of its being dropped? He replied, "they found nothing to trade for." So that the improvement of THE COMPANY'S *Pepper Investment* was only the ostensible ground of these Expeditions: A Settlement was immediately after made at Nattal, entirely for the benefit of *Private Trade*, without a prospect of any investment to THE COMPANY; probably at a much less Expence than the Settlements of Nattal and Tappanooley, which are branches of the same Stock, the Cultivation of *Pepper* might have been introduced at the Poggys and other Islands.

I cannot find any other Voyage was made by the English to the Pogy Islands after the Mary's Expedition till 1757 when Mr. Forrest was there; his observations follow.

" Wednesday, 27th of February 1757, being at anchor in the Straits of Secockup, The Rajah of BAROOMOONGA with his Son came on board and gave an earnest invitation to His District, which, He said, was at no great distance from thence.

" The next morning setting out, and rowing up the Strait towards P<sup>o</sup> Buckall and P<sup>o</sup> Rongo, from thence stretched over towards Seraffo, and entered a narrow Passage between that Island and the Main of the N<sup>o</sup> POGGY: In this Strait the Water being as smooth.

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\* Governor Carter.



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POGGY ISLANDS.

“ smooth as Glas and perfectly transparent affords a  
 “ most delightful entertainment, for the bottom is  
 “ covered with an extraordinary variety of *curious Coral*  
 “ of many colours, *white, brown, blue and yellow*, and  
 “ of great variety of shapes, with numbers of Fish  
 “ frisking amidst those vary-coloured *Coral Branches*.

“ The *Strait*, between *Serassö* and the *Main*, leads  
 “ thro’ *low marshy ground* covered on each side with  
 “ *Mangroves*; it is about 20 or 30 feet broad, and the  
 “ depth of water is 5 to 10 feet: This *Passage* widen-  
 “ ing at last opens to the *Sea*; opposite to the *mouth*  
 “ of it lyes a *small Island*, on which is a *Rock*, appearing  
 “ like a *thatched House* when seen from the SW.  
 “ The *Sea breaks* with great violence upon the *Rock*.  
 “ The *Coast* is seen from hence stretching a great way  
 “ *Westerly* to the *Point A*, upon *this Coast* the *Southerly*  
 “ *Swell breaks* with extraordinary violence, raising a  
 “ *Surf* perhaps no where to be equalled.

“ The water at X is excessively transparent, so that  
 “ the Bottom may be seen in 9 or 10 fathom water.

“ The *Swell* from the *South* is greatly broke by the  
 “ *Rocks* at C, so that it is pretty *smooth water* within a  
 “ mile of A. Here is a *narrow Passage thro’ the Rocks*,  
 “ which is scarce passable in a Boat, as is marked in the  
 “ Chart.

“ The *Shallows* stretch all the way from D to E  
 “ within the *Rocks*.

“ There is a *deep outlet*, as noted in the draught,  
 “ from the *Shallows* to the *Sea*; at within  $\frac{1}{2}$  a mile’s  
 “ distance from the *Mouth F*. there is no appearance of a  
 Bar,



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“ *Bar*, nor is the *water discoloured*; which is some-  
 “ what surprising, considering the great *swell* all along  
 “ the Coast. It seems to wind away towards the *East*  
 “ at F; but not more than is described; nor does  
 “ there appear a *large Swell* at its *Mouth*: Prows, ac-  
 “ cording to the intimation of the *Rajah* of *Batoomoonga*,  
 “ frequently resort thither for Trade: it seemed to  
 “ run into the Land towards B, but not far as is  
 “ imagined. From hence *Westward* is a *narrow Passage*,  
 “ practicable for boats, tho’ with some difficulty and  
 “ interruption, as it has many *rocks* in it; it leads  
 “ towards the *open Sea*, into a *Harbor* at G, which is  
 “ imagined to be a good one: from thence towards  
 “ the N W. lyes the *River* of *Batoomoonga* at the  
 “ Bottom of a *Bay*; secured from the *South Swell* by  
 “ the *Rocks* at E, and from the NW it is secured  
 “ by a *reef* at H. It has *deep water* and is *smooth*  
 “ within  $\frac{1}{2}$  a mile of the Shoar at K, tho’ there is  
 “ a *long but low swell* at C. This *Bay* is bordered with  
 “ great numbers of tall *bastard Pines*.”

“ The *River* of *Batoomoonga*, at the bottom of the *Bay*,  
 “ is narrow but deep.

“ The *Village* of *Batoomoonga*, which lyes on this  
 “ *River*, consists of about 8 or 10 houses of which the  
 “ *Rajah* has the best.

“ One, standing near the center of the rest, was  
 “ about 60 Feet by 25: it was divided in the middle  
 “ by a broad *Passage*, which, taking up much room,  
 “ left but little for the small apartments, into which  
 “ the



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POGGY ISLANDS.

“ the rest of the Tenement was divided, each Apartment had a square Fire-place in the middle of it; there was 5 or 6 on each Side, and it was imagined a like number of Families lived in them.

“ Their Houses are built after the manner of the Malays, about 6 or 7 feet from the Ground; they have Stages, or rather Bridges, which serve for a Communication, the Ground beneath being so covered with Coconut-shells as to render it uneasy walking on them: These Bridges are made of Kneebong Sticks, badly supported by rough pieces of Wood, drove into the Ground at certain distances.

“ At landing, Men, Women and Children crowded out in Flocks, and, unbuttoning my Shirt Sleeves, expressed great Surprise at the disparity between the *European* and *their* Complexion.

“ Their Food is Yams, Crabs and Plantains, with Coconuts, which are in prodigious Plenty on this as well as the adjacent Islands.

“ The Dress of the Women is only a piece of Cloth round the middle, which reaches within 2 or 3 Inches of the Knee, this Cloth many hang round with small *white Beads*, which they likewise wear in Strings round their Necks, they have *some Lines of Blue marked cross-ways upon their Bodies and Arms*, and *long-ways on the Back of their Fingers*; They have also the mark of a *Star* upon the *fore-part* of their *Bodies*, near each shoulder. *Their Faces are no ways disfigured*. Both Sexes, but chiefly the Female, and of those, particularly the young and unmarried, wear

F f.

“ Flowers.



## POGGY ISLANDS.

“ Flowers in their hair, and behind their Ears. A great  
 “ many *red Flowers*, not unlike *Poppy*, grow on the  
 “ Banks of the *River*; some have *Tuby Roses* in their  
 “ Hair, and a *sweet scented Shrub*, not unlike wild  
 “ Thyme. Such of the Women as cannot afford  
 “ Cloth have Aprons of Leaves for common use.

“ These People were vastly inquisitive, asking many  
 “ Questions about the Country from whence arrived,  
 “ and listened with great attention to the answers.

“ They believe in a *Saytan*, as they call him, that  
 “ does much Mischief, but have *no Idea* of a *Being*  
 “ perfectly good.\*

“ Some Monkeys, in effigies, of straw, were observed  
 “ in the middle of the Doosoon, suspended by long  
 “ Bamboes stuck in the Ground; These Bamboes  
 “ being adorned with Flowers and surrounded by a  
 “ sort of Rail, raised the imagination of their being of a  
 “ religious Nature; but were found, on Enquiry, to  
 “ have been raised by the Children merely for their  
 “ Amusement.

“ The *Rajah* declared that were a few *Malays* sent  
 “ to instruct them in the Culture of *Pepper*, he could  
 “ soon have many Gardens; professing, according to his  
 “ Idiom, *that his Heart was very white*.

“ He

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\* As Mr. Forrest was amongst them only two days, and understood but little *Malay*, the language the *Rajah* spoke, though very different from that of the Islands, He was little qualified to determine their Religious Principles.



SUMATRA.  
POGGY ISLANDS.

( 111 )

ATLANTIC  
POGGY ISLANDS.

" He said that there was 40,000 *Chinkareens* at *Sel-*  
" *abba*, and

" Confirmed the Report that the People of *Secockup*  
" are an infamous race; it is imagined there is not any  
" considerable Tract of Land between *his District* and  
" *Secockup River*, in which Case, the *Pepper* might be  
" transported to the *River* by *Land*, and there shipt in  
" small Craft for the *Strait*.

" The following is the Account the *Rajah* gave, of  
" the *Divisions* and *Number* of *People* in these *Islands*  
" and *Fortune*, by him named *PORA*; There is *another*  
" between the *North Pogy* and *Pora*, which rises in a  
" hummock and contains about 20 Inhabitants.

NORTH POGGY.\*

| Districts.  | Nº of People. |
|-------------|---------------|
| Batoemonga, | 50            |
| Silabba,    | 200           |
| Semantobay, | 150           |
| Semanmania, | 100           |
| Monokopa,   | 50            |
| Sekoccup,   | 200           |
|             | <hr/>         |
|             | 730           |

SOUTH

\* The Names in this *List* are considerably different from those mentioned in the *REPORTS*, but I cannot pretend to decide which are right. D



**SUMATRA.**  
**POGGY ISLANDS.**

( 112 )

**SOUTH POGGY.**

| Districts.  | Nº of People. |
|-------------|---------------|
| Tellabaku,  | 100           |
| Semapoupou  | 200           |
| Tellapulay, | 300           |
| Seboffua,   | 50            |
| Semolima,   | 20            |
| Obangou,    | 100           |
| Saloceian,  | 40            |
|             | <hr/> 810     |

**FORTUNE or PORA.**

| Districts. | Nº of People. |
|------------|---------------|
| Selabba,   | 200           |
| Silaggu,   | 200           |
| Suban,     | 60            |
| Pora,      | 400           |
|            | <hr/> 860     |

|                     |                  |
|---------------------|------------------|
| In the North Poggy, | 730 Inhabitants. |
| South Poggy,        | 810              |
| Pora,               | 860              |
|                     | <hr/> 2400       |

In



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ENGANO.

In March 1771, the Governor and Council of *Fort Marlborough* dispatched a Vessel, belonging to THE EAST INDIA COMPANY, on an Expedition to the *Island Engano*, *Billimbing Bay*, *Bencoonat* and *P<sup>o</sup> Pisang*; the intention of this Expedition was, to examine the *Soil* and *Produce* of those *Places*.

*Fort Marlborough Consultations* 30th Nov. 1771.

“ *Mr. Charles Miller's Journal* of the *first Voyage* to the ISLAND ENGANO, in the *Borneo Schooner* commanded by *Mr. James Wemyss*.

1771, March 24. Captain *Wemyss*, *Mr. Davidson*, Surgeon, *Mr. Whalfeldt*, Surveyor, and myself, went on board in the Afternoon.

25. And at 5 AM. weighed Anchor and stood *South* and S bW.

26. The next day at 2 PM. we saw the *Island of Engano* bearing S S W. Latitude Observed 4° 40' S.

27. At 4 PM. anchored, in 28 fathom *Coral Rocks*, about four Miles distance from Shoar. We observed many large *Plantations* of *Coco-Nut Trees* on different Parts of the *Island*; We also at night saw many *Fires* on the *Beach*.

28. At 6 AM. I sent a *Buguefs* and a *Cofree*, in the *Sampan*, to row along the *Beach* and look out for a *Place* to land. They returned about 8 o'clock, and reported that there was so large a *Surf*, and so many *Breakers*,

G g

that



SUMATRA.  
ENGANO.

1771, March

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that it was impossible to land; and that they saw great numbers of People on the Shoar: between 8 and 9 Mr. Davidson, Whalfeldt, Baldwin (the Second Mate) and myself went in the Ship's boat, to make a further inspection of the Shoar; but, after rowing along Shoar until half past One, We returned to the Ship without finding any place where it was possible to land, We also saw many People armed with Lances, and squatting down among the Coral Rocks as if they meant to conceal their Numbers. As soon as We returned to the Ship, We weighed Anchor and stood to the Southward about six Miles, when it falling calm, and preceiving that We were driven very fast towards the Shoar, by a strong Current or Tide, We anchored in 35 fathom, about 3 miles distance from the Shoar. We observed this afternoon some Plantations of Coco-Nut Trees, and several Spots of Ground cleared for cultivation on the Hills; hence it appears evident that the interior parts of the Island are also inhabited.

29. At 4 AM. weighed anchor, and stood along Shoar.

At 3 PM. observing a small bay, sent the Boat to look for a Passage into it; but they found a Ridge of Breakers, stretching quite across the mouth of the Bay.

At 5 PM. anchored with the small bower Anchor in 9½ fathom, Coral Rocks, about 4 miles distance from Shoar.

30. At 5 AM. parted from our Anchor in a hard squall, We then made sail and stood to the Eastward.

At 11 AM. observing an entrance into a large Bay, went in the Ship's Boat to sound it, &c. we went into the Bay, and landed on an Island, but soon preceiving some Canoes



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ENGANO.

( 115 )

1771, March

*Canoes full of People armed with Lances, coming towards us, We rowed out of the Bay to endeavour to get under the Protection of the Ship's Guns, and were pursued to the mouth of the Bay, by ten Canoes full of Men; They did not however choose to venture out to sea after us. The Channel by which we went into the Bay is about half a Mile broad: But we observed a larger one more to the S. E. and accordingly made sail towards it.*

31. And in the Morning sent the Boat to look out for a good anchoring Place, and to sound the Passage in.

At 11 AM, it fell calm and we were obliged to recall the Boat, to tow us off the *Breakers*, towards which the swell drove us very fast. We anchored with the best Bower, in the *Entrance* into the Bay, in 20 fathom Coral Rocks.

At 3 PM. Messrs. Whalfeldt and Baldwin went in the Boat to survey the *Upper Bay* and to endeavour to speak with the Natives. I furnished them with Cloth, Handkerchiefs, Knives, &c. to make presents to them; they saw a Canoe on the Beach of a *small Island* and several people *fishing* on the *Rocks*, they rowed to the *Island*, and sent two *Coffrees* on Shoar with some Cloth, but the People would not come near them: Mr. Baldwin then *went ashoar* and *advanced towards them*, and *they immediately came to him*, and he distributed the Presents among them, and they in return gave him some fish.

1771, April

1. At 5 AM. attempted to weigh anchor in order to stand further into the Bay, but found the Cable entangled among



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ENGANO.  
1771, April

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among the *Coral Rocks*. We sent out the Grapnel to haul upon, to take the strain off the Anchor, but the Cable gave way and we lost the Anchor; We then stood further into the Bay and anchored with the Grapnel in 18 fathom.

At 7 AM. several Canoes came to us with Coco-Nuts, Sugar Canes, Toddy and Cloddy. I gave them some Cloth and Knives, both which they seemed very desirous of, *more particularly* of the *Knives*.

2. Several Canoes came to us again, The People in one of them took an Opportunity, while the Man who watched the Boat was hauling her nearer to the Vessel by the head-rope, to row under her Stern, and *unship* her rudder, and *take it away*, and were not perceived, till they were at some distance from the Vessel. As I did not chuse to quarrel with the Natives, I would not permit our People to fire at them, but, in order to intimidate them, I fired a Musket over their heads, on the Report of which many of them leapt out of their Canoes into the Sea.

These *People* are taller and whiter than the *Malays*, their hair black, which the men cut short, but the Women wear long, and neatly turned up, as it were over a Roll. The men go intirely *naked* except that they sometimes throw a Piece of Bark of Tree, or Plantain Leaf, over their shoulders, when the Sun shines very hot.

The Women are *also naked*, except a small slip of Plantain Leaf, with which they cover those Parts which Modesty naturally dictates to them to conceal,  
some



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1771, April

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some of them also had on their heads fresh Plantain leaves made up nearly into the shape of a Bonnet, a few of them had Necklaces made of small pieces of Shells, and very neat; and a shell hanging by a string round their necks; This Shell they use as a Comb. *The Ears of both Men and Women have large holes made in them an Inch and a half or more in diameter,* into which they put a ring made of Coco-nut Shell or a roll of Leaves. These People do not chew Beetle: Their Language was not understood by any person on Board, although we had People from most parts adjacent to this Coast. Their Canoes are very neat, they are formed by two very thin Planks sown together, are very sharp pointed at each end, and are provided with Outriggers. In general they carry six or seven men. These People always have their Lances with them, which they seem to use not only as an *offensive Weapon,* but also to strike fish with. The Lances are about seven feet in Length and made of Kneebon and other hard woods, some are tipped with a Piece of Bamboe made very sharp and the Concave part filled with ragged Bones, and Jaw Bones of Fish, others are armed with a piece of Bone, with several notches cut in it and made very sharp at the end, others are pointed with *bits of Iron and Copper* made very Sharp. These People went constantly, at low water, over to the *several Islands,* which form the Bay, to fish on the *Ridges of the Breakers;* they seem not to be unaccustomed to see Vessels, as they came boldly along side of us as soon as we came into the Bay and did not seem to view the

H h

Vessel



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ENGANO.

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Vessel with surprise, or as a new sight to them, and they never would give us their Coco-nuts, &c. until they had been paid for them with a piece of Cloth, &c.

3<sup>d</sup>. Went in the Boat to look for a river, or some *fresh water*; we rowed along shoar, very deep into the Bay, but found *none*, neither could we find a good place to land; Two of our People however in the *Sampan* pushed in among the Rocks and landed, some of the Natives soon came to them, snatched their handkerchiefs off their heads, and made off with them, but on being pursued, they dropt them and ran into the Woods; soon afterwards they *sounded* a *Conque Shell* which brought great Numbers of People down to the Beach. In returning to the Vessel, I observed a *Shoal of Coral Rocks* about 100 yards from the Vessel's stern, with about 6 feet depth of water.

4<sup>th</sup>. The night being very squally, and the Officer on deck apprehensive the Grapnel's hawser would break; he let go the Sheet Anchor, in veering away the Grapnel's Rope, they let the end slip out of the hawse holes. Before the Vessel came to, she *struck on the Rocks*, but cleared herself and lay in 10 feet water. Employed the whole forenoon in endeavouring to find the Grapnel but in vain.—As we had now only one (the Sheet) Anchor left, we determined to return to Marlborough as soon as possible, accordingly in the Afternoon we weighed with a light breeze, which failing us very soon, and perceiving we should not be able to clear the *Breakers*, we put back and anchored in the Bay



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ENGANO.

1771, April.

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Bay in 17 fathom *white sand*: sent the Boat in the afternoon to survey a small *sandy Island*, Captain Wemyss reported that he found the depth of water gradually diminishing as he approached the Island, that there was 3 fathom Water close to it, that the Tide seemed to flow about *six feet*, and that he is of opinion, it is an excellent place for heaving down Vessels, or to haul them ashore to clean their bottoms.

5<sup>th</sup>.

This Morning sent the *Sampan* with two or three people in her, to examine a *kind of Creek*, they rowed a good way up this Creek and found a *Rivulet of Fresh Water*, but, on Account of the Country being morassy, *badly tasted*. At noon the wind freshing at W N W we sailed out of the Bay for Marlborough.

This Bay lies on the SE end of the Island in Latitude  $5^{\circ} 25' S$ . it runs very deep into the Land, and in many parts affords very good anchoring ground, and perfectly sheltered from all Winds. The Soil of the Country in the Bay is for the most part a red Clay. With regard to the Productions of the Country, as far as I could observe, in rowing along shoar, and by examining those of the Islands, they are the same as are commonly found on the Sea-Coast of Sumatra: As to those of the interior parts of the Island, I can say nothing; for finding it (contrary to my expectation) so full of Inhabitants, that I did not judge it by any means prudent to attempt to penetrate into the Country, to explore them, as I had not a sufficient force, (viz. only 5 Buguesies and 5 Seapoys) to take with me to secure us from an Attack, (and I apprehend we might have been attacked

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\* Wallfeldt says  $5^{\circ} 35' S$ .



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1771, April

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attacked for the Cloaths we had on) and at the same time to leave a guard to secure the Boat.

The Bay abounds with Fish, and on the Rocks I observed some Swallow.<sup>a</sup>

7<sup>th</sup>.

We made the Island of *Sumatra*.

9<sup>th</sup>.

At 8 PM. came to an anchor in Poolo Bay."

Mr. Charles Miller's Account of the Schooner *Borneo's* Second Voyage to the Island of *Engano*, drawn up from Memory.

Fort Marlborough Consultations 4th June 1772.

ENGANO.

"The Borneo being provided with new Anchors, &c. We sailed from *Marlborough Road* April 29th, 1771, (having the same number of People on Board as in the former Voyage, viz. 5 Seapoys, 5 Bugueffes and 4 Coffrees) the next day in the Afternoon we saw the Island of *Engano*, and that night and the two succeeding days we endeavoured, but in vain, to get into good anchoring ground; for the Wind failing and a strong Current setting off the Land, We were driven so far to the *Southward*, that Captain Wemyss was of opinion we should not be able to get near the *Island* again, We therefore took the advantage of a Breeze springing up from the NW, to bear away for *Little Fortune Island*, it being the next place of our destination.

*Little*

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<sup>a</sup> Swallow is the name given on the *West-Coast* of *Sumatra* to the *Sea-Slug*.



SUMATRA.

WEST-COAST.

LITTLE FORTUNE

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*Little Fortune Island* is entirely surrounded with coral rocks, so that we found it very difficult to land upon it; It is about two Miles in circumference and covered with very tall and slender Trees, the Soil is Sand mixed with fragments of Coral; it is quite level, and affords *no fresh water*, nor any productions worth notice.

BILLIMBING.

" We next proceeded to *Billimbing Bay*; This is a small, but very secure, harbour for small Vessels, which may ride here in *three* fathom Water sheltered from all winds or swell. The Country is level, swampy and covered with wood. It is very thinly inhabited; the Soil near the Beach is black mould mixt with sand, farther in Land it is a stiff Clay. I met with nothing worth observation here except a *Liquid Resin*, resembling turpentine, called *Dammercruyn* which is collected in the Woods here and used for paying the Bottoms of Boats.

BENCOONAT.

While the Vessel remained here, Mr. Whalfeldt and Captain Wemyss founded the Bay and took a Survey of the Coast, which being compleated we left this Place and stood for *Bencoonat*, with intention to go into that Bay; but, when we came off that Place, we found so large a Swell, and so many ridges of Rocks on which the Sea broke very high, that Captain Wemyss did not think it adviseable to venture in: We therefore came to an anchor, and he and Mr. Whalfeldt went in the Boat to endeavour to find a Passage, and found the Bay: On their return, they reported that the Sea broke almost all over the Bay, and that the Vessel, could not go in with safety. We therefore weighed anchor and proceeded to *Poolo Pisang*.

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The



SUMATRA.  
WEST-COAST.  
Po. PISANG.

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CROËË

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This Island is very irregular, particularly towards the SE End, which is rocky; the Northern Part is more level: the Soil, in some parts Clay, in others sandy loam. Its natural productions are the same as those of SUMATRA.

While the Vessel lay here taking in water and fresh Provisions, I visited the Settlement of Croëë. The Country near the Settlement is low and swampy, more inland it is irregular and the Soil Clay. Mr. Tierney, the Resident, having informed me that there were some Caves, a little way up the Country, from which Bird's-nest was procured, I thought it necessary to go and inspect them. One of the largest of these Caves is between 7 and 8 Miles from Croëë, it is exactly similar to that I went to in the Country of Cattown, and contains great quantity of the Salt-Petre Earth. In the Way to this Cave I observed many large Lime-Stone Rocks.

During our stay at Croëë, arrived the Snow Ruby which brought an Order from the Honorable the President, for Captain Wemyss to give the Borneo in charge to Mr. M<sup>c</sup>. Ferrand, who had hitherto acted as Chief Mate, and to take his passage on Board the Ruby to Marlborough.

Mr. M<sup>c</sup>. Ferrand accordingly took charge of the Vessel, and as soon as she was watered we sailed from Poolo Pisang, and the next day came to an anchor in the Entrance of the same Bay, on the Island of Engano that we lay in, in the former Voyage; The Wind blowing very fresh at South East, and the Vessel being anchored

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## ENGANO.

anchored too far from the Land, prevented our attempting to land for two Days: Having however weighed anchor, we stood further into the Bay: and the next day rowed a considerable time along the shoar but could find *no Landing Place*, and were at last obliged to run the Boat on the *Coral Rocks* and wade to the Beach. A considerable number of the Natives, who on the approach of our Boat had come down to the Beach, as soon as they saw that we landed, retreated towards some Houses; We made signs to them to stop, but to no purpose; until, having ordered all the People with me to remain where they were, I went *alone* towards them: they then came about me in great numbers, and I gave them Knives, Pieces of Cloth, &c. Observing a spot of cultivated ground surrounded by a *Paggar of sticks*, I went to it and several of the Natives followed me, making signs to me, to go no further that way; and as soon as I was got among the Bushes, so as to be out of sight of my People, they began to handle my Cloaths and attempt to pull them off, upon which I returned to the Beach: Soon after a signal was made by some people at a distance, upon which all the Natives ran from us, and we found afterwards that while this party had been amusing us, the rest had been removing their Wives, Children, &c. from their Houses which we found entirely empty.

Their Houses stand singly in their Plantations, they are circular, and raised about six feet from the ground on slender Iron-wood sticks, they are about eight in diameter,



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diameter, floored with Planks, and the roof, which is thatched with long grass, rises from the floor in a conical shape.

The Enclosures in which their houses are built, are planted with Coco-nuts, Sugar Cane, Sweet Potatoes and Cloddy; we saw no Rice (nor did they appear to know the Use of it, when we shewed them some) they have no Cattle nor Fowls of any kind about their houses.

After the natives went from us, we searched for a Path by which we might penetrate into the interior parts of the Island, but could find none; therefore as Evening approached, and we were apprehensive, from the sudden departure of the Natives, that they might design some treachery, we returned to the Vessel.

Having observed that the Northern part of the Bay appeared to be less woody and more level than that in which we were, as also that the People who came from thence seemed to be more accustomed to see Strangers, as the greater part of them had *Necklaces* of *Beads*, and other ornaments hung about them: we therefore determined to visit that part of the Bay, and accordingly weighed Anchor and stood for it; but, the Land-Wind failing, we were obliged to come to an anchor off a *low point of Land* on which I landed, in hopes to meet with a Path to some Houses we saw at the distance of about two Miles inland; I found this part of the Country to be a deep morass covered chiefly with Mangrove Trees, through which I could find no path. In the afternoon some People came on the coral



## ENGANO.

coral rocks near the shoar and made signs for us to come to them; Mr. Whalfeldt and I went to them in the Sampan and they waded to us, and took an opportunity to steal Mr. Whalfeldt's Hanger and run away with it, upon which some of our people immediately fired at them; and, notwithstanding my endeavours to prevent them, he and all the People who had come with us continued to fire upon, and pursue them in a confused straggling manner through the morafs; The Officers on board the Vessel alarmed at the firing, seeing me alone in the Sampan, and observing ten or twelve Canoes full of People rowing towards me, sent the Pinnace with some Seapoys &c. to assist me.

Mr. Whalfeldt and the People with him, pursued them untill Evening, but could not overtake them, meeting however with *some Houses* they set fire to them, and brought off *two Women and a Boy*, whom the Coffrees had seized. All the succeeding Night, we heard *Conque Shells* sounded almost all over the Bay, and in the morning saw several large Parties assembled on different parts of the Beach, Concluding therefore, that as the whole Country was alarmed, it would not be prudent to attempt to take a Journey into the interior parts of the Island, (where only we could expect to meet with any productions worth notice,) and that as our intercourse with the Inhabitants of the Bay was broken off by this Quarrel, it would answer no purpose to stay any longer here, We therefore weighed Anchor and returned to *Poloo Pisang* to take on board Mr. Davidson who had been left there sick.

K k

Having



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WEST-COAST.

Having taken in Water, &c. we failed from *Pools Pisang*, intending to go to *Cawoor*, but off *Leeno Point* we met with a stiff gale from NW, which continued for thirty-six hours and drove us back to *Billimbing Bay*, where we were detained a Week by contrary winds.

CROËE.

CAWOOR.

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Mr. Whalfeldt left the Vessel at *Billimbing* and walked to *Croëe*, where he arrived about the same time as the Vessel reached that place. At *Croëe* I also left her and proceeded by Land to *Cawoor*, the greater part of this Journey lay through a very irregular and uninhabited Country, in which I met with nothing worth notice except that about the *Doofoons*, I observed several Plantations of Cotton, Indigo, and a Species of Nettle, from the Bark of which Twine is made, I also saw many *Sapan Trees* and large quantities of *Silk Worms*.

MANNA.

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40

Soon after my arrival at *Manna* Mr. Stewart Resident of that Place, having been informed that there were some *Caverns* in that Country, from which by the Account we had reason to expect *Salt-Petre Earth* might be procured, sent some people thither to bring down some of the Earth from thence, which, however, having made the necessary trials, found to contain no *Salt-Petre*.

SALOMAH.

From *Salomah* I attended Mr. Donston in a journey into the Country to inspect some *Caves* there: These I found to be very different from that at *Cattown*, and to contain no *Salt-Petre Earth*.

In



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( 127 )

WEST-COAST.

In our way to these Caves we met with a small rivulet of *Hot Mineral Water*, which we traced to its source.—This water is strongly impregnated with Sulphur and in quality, &c. exactly similar to the *Mineral Waters* of *Harrowgate* in *Yorkshire*."

Description of the Island ENGANO, by Charles  
*Gustavus Wahlfeldt.*

ENGANO.

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"This Island lyes in  $5^{\circ} 35'$  S Long.  $101^{\circ}$  E from London, <sup>a</sup> it is distant from *The Coast* of SUMATRA about 20 Leagues: It is pretty large, the Inland Country high and forms itself something like a Triangle. To the *Eastward* of this Island, near the Southernmost Point, there is *four small Islands* that form an exceeding *fine Bay*, there is clear ground, good anchorage, and shelter from any winds for ships of any Burthen. There is one of these *four Islands* sandy, or at least of a *sandy Soil*, where Vessels may go in and careen or repair very well and conveniently, there is 4 fath. *close* to the *shoar*, fine clear ground. There are three good channels to go in and come out; with any wind that blows with safety and ease: There is fine running water, plenty of fine wood for building or repairing Ships, plenty of fine fish, yams and coconuts, but nothing else.

The Island is well inhabited, the People are of the same colour with the Malays, but of a stouter make and  
more

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<sup>a</sup> By the Observation of the Transit of Venus in 1769 at *Bencoolen*, the Longitude of that Place is  $102^{\circ} 9'$  E. from Greenwich; and consequently *Engano* will be about  $1^{\circ}$  farther E. than here described.



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more active, and go quite naked, and are at present of a Savage Nature, having no intercourse with Europeans; their arms are only Wooden Lances, which they use in catching fish, having no notion of war.

ZUTPHEN, or HOUND'S ISLANDS.

Ship PIGOT C. Richardson, 17th Jan. 1770.

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“ At 1 AM. weighed from North Island, keeping along shoar from 20 to 35 fath. with the Wind at W. At 1 PM. came too with the Best Bower in 20 fath. mud and sand.

|                                                                                     |                     |
|-------------------------------------------------------------------------------------|---------------------|
| Bantam Point bearing . . . . .                                                      | EbS $\frac{1}{2}$ S |
| Westernmost Extream of Thwartway . . . . .                                          | SbE $\frac{1}{4}$ E |
| The fourth Point of Java . . . . .                                                  | S $\frac{1}{4}$ E   |
| Hog Island . . . . .                                                                | SW                  |
| A small Island, one of the Hog [or Hound's] Islands, SW $\frac{1}{2}$ W abt. 1 mile |                     |
| A Single Tree on a Sand . . . . .                                                   | SW $\frac{1}{2}$ W  |
| North Island . . . . .                                                              | NbE $\frac{1}{4}$ E |

Went on Shoar on several of the Hog Islands, heard Hogs grunting in the Thickets, but saw none of them; shot several Pigeons; went on shoar likewise upon the Main of Sumatra, where we found a very fine River; we had regular soundings all the way in-shoar; The River bore NNW from the Ship; We launched the Boat over the Bar and took her up the River about 1 $\frac{1}{2}$  mile, where we found a very fine populous Village, about which were very fine Rice-fields, with plenty of Cattle and Fowls, we got one Bullock, some Fowls and plenty of Coco-Nuts; and I have reason to think, could we have stayed, we could have purchased plenty of provision with Dollars; the people seemed to be entirely unacquainted with Europeans, but were well dressed and respectable, each man having his Criss and Turban; it is necessary to be upon your guard when amongst them: This Village is called Tangrea.”

St. JACINTO.



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St. JACINTO.

*Explanation of the Plan of St. JACINTO, on the  
Island of TICÃO.*

“ **W** H E N anchored off the Bay of St. Jacinto  
in the Road,

|                                                                                                                         |                       |
|-------------------------------------------------------------------------------------------------------------------------|-----------------------|
| The Fort . . . . .                                                                                                      | SW $\frac{1}{4}$ W    |
| Extremity of the Point next Northward<br>of the Fort, or S <sup>o</sup> Point of the En-<br>trance of the Bay . . . . . | } WSW $\frac{1}{2}$ W |
| The Point on the N <sup>o</sup> Side of the Entry . . . . .                                                             |                       |
| The Point, M, forming the N <sup>o</sup> Extre-<br>mity of the Road . . . . .                                           | } NNW $\frac{1}{2}$ N |
| The Point, D, . d <sup>o</sup> . S <sup>o</sup> Extremity<br>of the Road . . . . .                                      |                       |
| Remarkable Rock, shaped like a Pyramid,<br>to the Southward of the Fort . . . . .                                       | } S.                  |
|                                                                                                                         |                       |

Vide, View for the Naranjos or Orange Islands, &c.

|                                                                       |                                                                 |
|-----------------------------------------------------------------------|-----------------------------------------------------------------|
| Mouth of the Harbour on Luzon called<br>Bagätao or Sorsogon . . . . . | } N b E $\frac{1}{2}$ E 4 $\frac{1}{2}$ leag <sup>s</sup> dist. |
| Mount Albäy, or the Sugar-Loaf Hill,<br>on Luzon . . . . .            |                                                                 |
|                                                                       | } N $\frac{1}{4}$ W                                             |

St. JACINTO may easily be discovered by the *House*  
or *Fort* standing on a *Rocky Cliff*; This Building at a  
distance appears pretty white, and round *it* and the  
Bay, is a *streak* of *Green Land*, rising up in small  
Hillocks, at the back of which the *Land* is pretty  
high and entirely covered with *Wood*, It lies SbW $\frac{1}{4}$ W

L 1

5 leagues



St. JACINTO. 5 leagues distant from the Mouth of Bagatão Harbour on Luzon; the anchorage from 23 to 7 fath<sup>s</sup>. in the Road is about  $\frac{3}{4}$  or upwards of  $\frac{1}{2}$  a mile from the Shoar; Standing in, in the night, it is best to bring up as soon as possible on coming into 26 or 23 fath<sup>s</sup>. from which it shoals pretty fast to 4 $\frac{1}{2}$ . Unless you happen to be in the channel of the Entry of the Bay, where there is from 26 to 10 fath<sup>s</sup>. regular soundings; The Figures shew the depth of water in fathoms; the bottom, in the Road, is sand and small gravel. It flows a fathom good, right up and down, and supposed to be High water, full and change, between 6 and 7 o'Clock; The Stream of Tide, in the Road, is but just sensible, The Flood setting Northerly.

The Galleons in their passage to and from Acapulco make St. Jacinto one of their Stages or places of touching at, and, 'tis said, sometimes come into the Bay, in which there is 10 fath<sup>s</sup>. with clean ground and room enough, tho' the channel in, is somewhat narrow, being straitened by a Shoal running off the Point next Northward of the Fort, so that to sail into the Bay, keep the middle between the Points, or nearest the Shoar on the Starboard hand.

The Bay's Mouth is quite open, when in the proper anchorage, the Shoal-water on the N<sup>o</sup> side of the Bay preventing large ships from lying land-locked.

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ST. JACINTO.

The only watering Place is to the Northward of the Road at B. The Fresh-water comes down from the Hills, into a Valley among a parcel of *Busbes* and *Trees*, which makes it not easily to be found out, having no communication with the Salt-water but standing in a Pool, about 10 or 12 yards above high water mark. Off the Point, W, it shoals 4 cables-length and ebbs dry a considerable way, the tail of this flatt runs out from a remarkable *Black Rock*.

The *Rock* to the Southward, shaped like a *Pyramid* standing on a *Base*, is much more remarkable.

The Fort or Building of ST. JACINTO consists of two long houses with three round Bastions, with a kind of Flag a-top of the Northernmost; in each of the Bastions were swivel and carriage guns, except the Southernmost, which, built of wood, seemingly was assigned as a kind of Pleasure-House rather than for a Place of Defence.

There is good Beef at ST. JACINTO, Limes, and different kinds of fruit, *Pine-Apples*, *Water-melons*, &c. and the Water is of a good wholesome taste.

Off the Point next Northward of the Fort, there is a Shoal which stretches at least two cables-length to the Northward



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St. JACINTO. *Northward and straitens the Entry into the Bay; This Shoal runs along Shoar to the Southward of the Pyramid-Rock."*

*[Anonymous—received from Capt. Philip Affleck.*

A Note



## CROTCHY.

A Note upon a rough Sketch of *Crotchey*, says that  
 “ *Cape Mons* bears WbN 5 leagues from the Entrance  
 “ of the *River*; If you come to, in the offing you must  
 “ bring the *Mosque* [at the Entrance] to bear NWbN,  
 “ to anchor clear of the *foul ground*.  
 “ At pitch of *high water*, first quarter of the Moon  
 “ there was on the *Bar*  $13\frac{1}{2}$  feet, *spring tides*  $19\frac{1}{2}$   
 “ feet.”

From this *Note* it appears the *Soundings* in the *PLAN*  
 are at *low water*.

MALABAR COAST.  
GINGERAH, or  
DQND RAJAPORE.

REMARKS on board the BOMBAY-GRAB while at  
 Rajapore, 1761. March 22d, Spring Tides.

When anchored above *Gingerah Fort* in 3 fath.  
*soft ground*, but at *low water* in  $2\frac{1}{2}$ , and at high in  $4\frac{1}{2}$ ,  
*spring-tides*.

|                                                                        |                     |
|------------------------------------------------------------------------|---------------------|
| The Flag-staff bore . . . . .                                          | NW $\frac{1}{2}$ W  |
| A Mosque (where the Portuguese Flag was) . . . . .                     | N                   |
| Danda Point . . . . .                                                  | SE                  |
| A Mahratta Fort, on a Hill on the other<br>side of the river . . . . . | SSW                 |
| The Southernmost Pt. . . . .                                           | WbS $\frac{1}{2}$ S |
| Distance from the Northernmost Shoar about $\frac{3}{4}$ of a mile.    |                     |

We lay here on a *Bank*, for within us there is  
 deeper water, and where you may ride quite smooth  
 M m from



GINGERAH, or  
DONDA RAJAPOUR.

from a strong N. Wester, having *Conferah*<sup>a</sup> Fort just open to the Northward of *Gingerah* Fort in  $4\frac{1}{2}$  fath<sup>s</sup>. about *two* cables-length from the *Bluff-Point* where the Portuguese Battery stood, but about a Cable and a half distance above us there is a *Sand Bank* runs out from the *Tombs* near a *mile* and a *quarter* having 2.  $2\frac{1}{4}$  and  $2\frac{1}{2}$  fath. *hard sand* and then 3 fath. *soft ground*.

Gingerah Fort then . . . . . NW $\frac{1}{2}$ N.

This *Bank* runs up to *Danda Point* where there is a small *spit* runs off *dry* at *low water*.

Likewise there is a small Channel between *Gingerah-Fort* and the *Main*, about 40 or 50 yards over at young Flood, lying SEbE and NWbW,  $3\frac{1}{2}$  fath<sup>s</sup>. in the narrowest part between the NW *Bastion* and a *ridge of Rocks* from the *Main*; but abreast of the *Gate-way* you have 5 fath. *soft-ground* about mid channel.

There is likewise a good channel between the *Whale* and the *Main* about 2 miles broad, in *mid channel* you have 4 fath<sup>s</sup>. *sand*, but nearer to the *Main* there is  $3\frac{3}{4}$  *soft ground*: both Shoars are quite steep to, for when

The *Whale* bore . . . . . WNW $\frac{1}{2}$ W,  
distance about a cable's length had  $4\frac{1}{2}$  *soft ground*, and  
close over to the *Main*, within a *Boat's length* of the  
*Shoar*. 3 faths. *sand*:

But from the . . . . . SE to NW,  
the *off side* of the *Whale*, there is *foul ground* with  
*overfalls* about a mile round.

Being

<sup>a</sup> Sometimes called *Consaw*.



## MALABAR COAST.

GINGERAH, or  
DOWDA RAJAPORE.

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Being ashore upon the *Whale*, the first of the Flood, take it to be about *a mile* in circumference, and set the following places.

|                                           |                       |    |         |
|-------------------------------------------|-----------------------|----|---------|
| Commera Point . . . . .                   | SbE½E dist. abt.      | 5  | } miles |
| The Southernmost Pt of Rajapore . . . . . | ENENy . . . . .       | 2  |         |
| Conserah Fort . . . . .                   | NNE . . . . .         | 6  |         |
| The Northernmost Pt of Rajapore . . . . . | N. Easterly . . . . . | 9  |         |
| Choul Point . . . . .                     | N½W . . . . .         | 15 |         |

There is likewise a very good channel up the *river* to *Danda*, keeping rather nearest to the *Southern Shoar*, you will carry 5 and 4½ fath<sup>s</sup>. till you come abreast of the *Point*, then you may haul round and anchor in 3½ fath<sup>s</sup>. *soft ground*, abreast of the *Wrecks*, about *two Cables-length* distant from the *Shoar*; But small Vessels may go up the *river* 7 or 8 miles, keeping the *Star-board Shoar* rather on-board, and carry from 5 to 2 fath<sup>s</sup>. the *River* growing narrow, being then distant from *Danda* about 8 miles, and the *Ebb* then making strong, was obliged to return again, tho' another *Reach* appeared, wide and deep enough to admit of small *Skybars* going up.

EXTRACT



HAINAN.      EXTRACT of M. OMERAT'S Journal of THE  
YULINKAN.      CAMEL in Company with THE ELEPHANT,  
M. WINSLOW.

" January 1760.

19th, Left the Coast of China, at 4 PM { The Gr. Ladron NE 2° E 4 Lea.  
Potoe . . . N . . . 5 or 6

|     | Winds    | Course       | Dist. | Lat. N. |       | MD. fr.    |                                              |
|-----|----------|--------------|-------|---------|-------|------------|----------------------------------------------|
|     |          |              |       | O.      | A.    | G. Ladron. |                                              |
| 20. | . . .    | SbE 5° S     | 125 . | . . .   | 19.38 | 0.5        | E                                            |
| 21. | ENE      | SSE 5° 30' S | 130 . | 17.34   | 17.34 | 0.43       | { At ½ past 4 AM. The<br>Elephant dismasted. |
| 22. | . . .    | WNW .        | 36 .  | 17.44   | . . . | 0.10       |                                              |
| 23. | ENE, Ebs | NWbN 3° W    | 96 .  | 19.00   | 19.00 | 0.47       | W .                                          |
| 24. | E, Ebs   | W 3° N .     | 60 .  | 19.7    | 19.4  | 1.47       |                                              |
| 25. | . . .    | WSW 2° W     | 56 .  | 18.54   | 18.48 | 2.43       |                                              |

At ½ past 5, P.M, Saw a small Island bearing NWbW  
dist. abt. 9 lea<sup>s</sup>, supposed to be one of those named  
P<sup>o</sup> Taya, which lie off the E. Point of HAINAN,  
Course from Noon WbS 14'. the weather being thick  
prevented us from seeing the other Islands. <sup>a</sup> From  
this time steer'd WbS and WSW. At Midnight having  
run 25'. from noon had 75 fath<sup>s</sup>. *ouse*.

At day-break saw the Island of HAINAN,

The

<sup>a</sup> I imagine this was not P<sup>o</sup> Taya but Feou-Kieou-Chan. Vide Schooner  
Cuddalore's Journal, Coast of HAINAN.



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|                  |           |                    |
|------------------|-----------|--------------------|
| The N. Ext.      | . . . . . | NNW 10 or 11 leas. |
| The nearest Land | . . . . . | WbS 4° W 9 or 10   |
| The S. Ext.      | . . . . . | WSW                |

At 10 A. M. having perceived the *Land* stretching out to SW 5° W, steer'd SSW and SWbS.

At Noon, Lat. O. 18° 54' N.

|                                                                                                                                                               |                        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| <i>Tinboza falso</i> , which appears in the shape of a <i>Saddle</i> ,                                                                                        | NWbW 3° W 6 or 7 leas. |
| The <i>E. Ext.</i> of HAINAN,                                                                                                                                 | NW 5° W 10 or 11.      |
| The S. Ext. in sight, making like a <i>small Island</i> detached from the <i>Great Island</i> , and supposed to be <i>Tinboza</i> , which appeared to be high | SWbW 3° S 6 or 7 leas. |
| A <i>High Mountain</i>                                                                                                                                        | WbN                    |

and many *Hummocks* farther in land

In the afternoon we found *The Current* set to the NW.

At 6 P.M. having made our Course SSW 14' set the following Lands.

|                                                 |           |                        |
|-------------------------------------------------|-----------|------------------------|
| <i>Tinboza</i> in one with the S. Ext. in sight | . . . . . | WSW 1° S 13' dist.     |
| Another <i>Island</i> more to the Northward     | . . . . . | WSW 4° W 12            |
| Five <i>small Islands</i> almost together       | . . . . . | WNW 3° W<br>WbN 3° N 6 |

and a little more to the Northward,

|                                                      |           |                       |
|------------------------------------------------------|-----------|-----------------------|
| A <i>small Island</i> like a <i>Vessel dismasted</i> | . . . . . | WNW 5° N 6            |
| The N° Ext. which is <i>Tinboza falso</i>            | . . . . . | NNW 3° W 8 or 9 leas. |

The *Coast* between the *two Islands Tinboza* makes a *Bay* about a league deep.

26th. In the first part of the night steer'd SSW and SbW, and having run 8', set

*Tinboza* . . . . . WNW

N n

then



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then 'till 3 A.M. stood SW  $3^{\circ}$  S  $17'$ . The soundings then 63, *soft oufe*. From 3 A.M. to 6 A.M. SWbW  $8'$ .

At 6 A.M.

|                                                                  |                   |              |
|------------------------------------------------------------------|-------------------|--------------|
| <i>Tinboza</i> , which is the <i>Northernmost</i> Land in sight, | NNE $4^{\circ}$ E | 6 or 7 Leas. |
| The <i>other Island</i> seen P. M.                               | NNE $2^{\circ}$ N | 6            |
| The <i>E. Ext.</i> in sight of <i>Hainan</i>                     | NbE               | 6            |
| The <i>S. Ext.</i> in sight, D,                                  | W $2^{\circ}$ S   | 6            |

At a distance *in-land* saw a *Mountain* with 3 *Peaks* and a *Saddle* to the *Right* of the *Peaks*. Soundings the same as at 3 A.M.

From hence steered W. and WbS. to get nearer the *Land* that some *boat* might come off and shew us a *Port*.

At  $10\frac{1}{2}$  A.M. began to lose sight of *Tinboza*.

|                                                    |                    |                      |
|----------------------------------------------------|--------------------|----------------------|
| It then bearing                                    | NE $5^{\circ}$ N   | 10 leas.             |
| The <i>E. Ext.</i> of <i>Hainan</i>                | NEbN               | 8 or 9               |
| <i>Three bare ragged Rocks</i> like 3 <i>Boats</i> | NWbN $5^{\circ}$ N | 4 miles.             |
| <i>S. Ext.</i> of <i>Hainan</i>                    | WbS $5^{\circ}$ W  | $8\frac{1}{2}$ leas. |

Then the

*Cape D.* which was *S. Ext.* at 6 A.M. . . . WbN . . . 2

and between them, observed a *great Bay*; we saw several *Boats* but could not prevail on any of them to come on board, they pointed to the *Cape D* last mentioned, making signs to us to go there, but, not perceiving any thing which indicated a *Port*, we continued our Course for *that* where the *French Company's Vessels* touched at in 1721.

|                                          |                        |
|------------------------------------------|------------------------|
| From $10\frac{1}{2}$ A.M. The Course was | W $13'$                |
| From Noon yesterday to this day at Noon  | SW $4^{\circ}$ S $59'$ |

26th



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26th, At Noon, Lat. O.  $18^{\circ} 25'$  N.  
*E. Ext. of HAINAN*, which terminates in } NEbN . 5 leas.  
 a declivity to the Shoar . . .  
 The 3 barren Rocks . . . NE . . 4  
 The Cape D, named by M. Daprés *Ling-* } NNW  $5^{\circ}$  W 4 miles  
*choui-bien*, which is the nearest Land }  
 S. Ext. in fight . . . WbS  $5^{\circ}$  S 6 or 7 leas.

Observed, a little to the *West* of the *Cape D*, in the Bay which the Boats pointed to us, *two or three* Edifices or *Pagodas* at 2 leas distance and it appeared to be *Sand Downs* to the Shoar.

This Bay makes an elbow from *Cape D* to another Point, which was the S. Ext. in fight, I reckon this Bay about 3 leas deep; We had no ground at 45 fath<sup>s</sup> tho' we did not pass, at most, above  $1\frac{1}{2}$  League from the Coast at D.

Continued to steer SWbW to cross the Bay above-mentioned; in case of going into it during this Season, the NE Monsoon, it will be proper to approach the *Cape D*, and range the Coast at  $\frac{1}{2}$  a League's distance, till the Place which appears *inhabited*,

Which bore . . . NWbN  $3\frac{1}{2}$  Leas. dist. when  
 The Cape D bore . . . NbW

At  $5\frac{1}{2}$  P. M. having from Noon gone SWbW  $2^{\circ}$  S  $15'$  set

The Cape D . . . NEbE $3^{\circ}$ N . 7 or 8 Leas.  
 The W Pt. where the Bay }  
 terminates (at noon } NNE $2^{\circ}$ N . 2  
 WbS  $5^{\circ}$  S) . . .

In this Bay we only saw one Island<sup>a</sup> which appeared to the Eastward of the *W. Point*.

The Island bore . . . NEbN . 3 Leas  
 Upon this *W. Point*, saw a Mountain with 3 Paps, } WNW $3^{\circ}$ W  
 higher than the other Mountains in fight . . .  
 The *W. Ext.* in fight, making a Cape . . . W $2^{\circ}$ N 4.  
 The

<sup>a</sup> There are however two. D



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The *Coast* opposite, to the NWbN, is ragged and steep; and to the NW  $1\frac{3}{4}$  League there is a *bay* which appears to be half a league deep; it was observed, that towards the *W. Part* of this *bay* there are two *small Islands* separated from the *Land* about *half a league*, and about the same distance from each other. Soundings then 43 fath. *ouse*.

27th, The two Ships having determined to get in-shoar to find proper Soundings to come to anchor, stood for that purpose W, and after having run 4' had 32 fath. *ouse*, and soon after anchored.

At day-break, as we were going to weigh, there came a *Country Boat* in which were 14 men, they gave us to understand that *within* the *two Islands* abovementioned there was a *good Place* to *touch at*, in which there was a *City* governed by a *Mandarin*; They asked 200 Dollars to conduct the Ships to anchor, which we would not give, and as it was thought there was another *Port* to the *Westward*, beyond the *West Point*, sent the *Boats* to examine it.

At Noon, Lat. O.  $18^{\circ} 14'$  N. when

The *W. Point*, which forms a *Cape* a little elevated W $5^{\circ}$ N 2 Leas.  
The *Middle* of the *Bay* where appears a *Sandy Beach* NbE ..  $1\frac{1}{2}$

From thence to the *W. Point* the *Coast* is ragged and there appears between them but one *Sandy beach* in a *bite*. More to the *East* perceived

A ragged *Island*, which appeared at most to be *half a* } NNE 1 Lea.  
league in circuit . . . . .

To the *Eastward* of *this Island* appeared another a *little larger* and seemingly nearer the *land*; the narrowest passage



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passage appearing to be on the *East* side; It is opposite to *these Islands* that the *Country People* proposed to conduct the Ships; in going thither it seems the Passage is between these *two Islands*.

From this anchorage set

The E. Point, in one with a *Rock* detached, NE  $1^{\circ}$  E  $1\frac{1}{2}$  Lea.  
The Cape D . . . . . NEbE  $5^{\circ}$  E 8 or 9

Having dispatched the boat to examine the *Bay* beginning to the *Westward* of the 2d *Island* learnt, at its return, that the *Land* within these *Islands* makes a *Bay* sheltered from SSW round by the E and N to W, and that it appeared one might anchor within  $\frac{1}{2}$  a league of the Shoar, and the only winds to apprehend were from SW to W.

The Boat which had been beyond the *W. Point* found there was a commodious *Bay*, all over which they had 12 fath. *ouse*.

28, At  $\frac{3}{4}$  past Noon, The two Ships weighed to double the *W. Pt.* and go into the *Bay*, ranging the *Coast* at  $\frac{1}{4}$  league distance, and having discovered the bottom of the *Bay*, they anchored in 11 fath. *ouse*, When

The E. Point, which had ranged at  $\frac{1}{4}$  L. dist. S  $2^{\circ}$  E  $\frac{2}{3}$  Leas.  
The nearest Land, where are rocks near the Shoar SE  $4^{\circ}$  S  $\frac{1}{4}$   
The Mountain, on which appeared 3 Paps } EbS  $4^{\circ}$  E  
coming from the Eastward, and which }  
now appears to have but two . . .  
The bottom of the Bay . . . . . ENE  $\frac{2}{3}$   
A Sandy Point which makes the Entrance of } NWbN  $5^{\circ}$  N 1  
the river at the head of the Bay . . . }  
The W. Point or Pt. Longue . . . . . W  $4^{\circ}$  S 2

O o

30th,



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30th, Went ashore, near the *Fort* to communicate with the People, but those who guarded it had abandoned it, we found there 4 Cannon and their appurtenances.

We went from thence about 4 miles up within the *River* to a dwelling of Poor People, of whom could get no tidings, we visited the woods adjacent without being able to find any Tree fit for a mast.

Sent the *Boat* to the *Westward* beyond *Point Longue* in hopes of finding a Place inhabited; after having doubled the *Point* the *Coast* appeared to them to run to the NNE making a *Bay* about  $1\frac{1}{2}$  or 2 leagues deep; They entered into a *River* where they had little water but seeing no indication of a Town the *Boat* returned aboard.

From *Pt Longue* they set two *Rocky Shoals* to the *Westward* WbN  $1\frac{1}{2}$  to 2 Leagues, and in going into this *Bay*, after having doubled *Point Longue*, it is necessary to range the *Coast* at a mile distance. They did not perceive any danger in the *Bay*.

4th February. There came on board some *Fishermen* who shewed us a *Spring* of good water within the *W. Point* of the *River*, at the opening of which the Ships were anchored. We made a *Well*, and here we got our water for sea-Store.

We went into a *Bay* where were 3 Villages, we saw plenty of *Bullocks*, *Cows* and *Goats*, but it was impossible to get the *Inhabitants* to sell them; It was thought proper to shew them some *Dollars*, they looked at them with indifference, and did not seem at all willing to



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to comply with the propositions made to them. They do not appear to cultivate the land, except for their necessities, and they have no commerce. We saw in every House a Woman employed in weaving a kind of Stuff for Cloaths.

Employed in making a *Plan* of this *Bay* and of the *Entrance* of the *River* where a large Ship may easily be carried in, to winter, there being within 6 fath. *oufe*: It would be well before going-in to place *Buoys* on account of the *Shoals* which lye off the *two Points*.

12th, Spoke to the *Chief* of a *Village* who promised to procure some Cattle.

15th, There came a kind of *Mandarin* to the *Watering-Place*, sent an officer of each Ship to salute him, and get him to supply the Ships with provisions, he promised to engage the *Chief* of the *Village* 7 lea<sup>s</sup> distant from thence to give orders to that effect, but his promises came to nothing; The Ships got some *Bullocks* from the *Natives* in the neighbourhood who were become a little more tractable than at first.

We learned from a *Native* of the *Country* who spoke very well *English* and *Portuguese*, that in the *Bay* before mentioned opposite the *two Islands*, there was a *considerable Town* abounding in every thing, where might be had *Masts* and *Cordage* of the *Country* proper for running rigging, and that there was then there the mast of a *Portuguese Vessel* which had been lost. <sup>a</sup>

The

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<sup>a</sup> M. Daprés says, " *This is the proper place to touch at.*" I was in *this Bay*, but I saw no *appearance* of any *Town*, I apprehend that the *French* were directed to *Tengkiaofé*. D



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The Elephant being refitted in the best manner we could, both ships sailed from the Bay of Yulinkan on the 23d February, 1760. And same day at 6 PM. set

|                                                            |                          |         |
|------------------------------------------------------------|--------------------------|---------|
| The Bay of Yulinkan . . . . .                              | NWbW $2^{\circ}$ N . . . | 7 leas. |
| The nearest Land supposed S. Ext. of }<br>Hainan . . . . . | NbE . . . . .            | 5 "     |

EXTRACT of M. WINSLOW's Journal in the  
ELEPHANT.

25th January. 1760.

Lat O.  $18^{\circ} 56' N$

|          |                                      |                           |        |
|----------|--------------------------------------|---------------------------|--------|
| At Noon. | The N $^{\circ}$ Ext. in sight . . . | NWbW . . .                | 9 Ls.  |
|          | Tinhofa falso . . . . .              | NWbW $5^{\circ}$ W . . .  | 7 or 8 |
|          | The nearest land . . . . .           | WNW . . . . .             | 7      |
|          | Tinhoza . . . . .                    | SWbW $4^{\circ}$ S. . . . | 9      |

|                  |                            |                           |        |
|------------------|----------------------------|---------------------------|--------|
| 26th, At Sunfet. | Tinhoza . . . . .          | WSW $2^{\circ}$ S . . . . | 3 or 4 |
|                  | The nearest land . . . . . | WbN $3^{\circ}$ W . . . . | 3      |

|               |                            |                           |        |
|---------------|----------------------------|---------------------------|--------|
| At Day-break. | Tinhoza . . . . .          | NNE . . . . .             | 8      |
|               | The nearest land . . . . . | NW . . . . .              | 6 or 7 |
|               | The Point Ling-choui-hien  | W $1^{\circ}$ N . . . . . | 7      |

At Noon. Lat. O.  $18^{\circ} 24' N$ .

|                              |               |       |
|------------------------------|---------------|-------|
| The Point of Ling-choui-hien | NbE . . . . . | 2 Ls. |
|------------------------------|---------------|-------|

This Point is placed by M. Daprés, in  $18^{\circ} 20' N$ .  
27th, the Winds EbS, the current setting to the SW. At 7 P.M. anchored in 28 fath.—At Day-break.

|                     |                         |                 |
|---------------------|-------------------------|-----------------|
| The W. Ext. . . . . | WbN $5^{\circ}$ W . . . | 2 Ls.           |
| The N. Ext. . . . . | NE . . . . .            | $1 \frac{2}{3}$ |

These two points seem to form a pretty deep bay, with a Sandy beach around it, and some great rocks like



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YULINKAN.

like Iflots, and two small Islands at the NE point. It appears too open to afford shelter.

Mr. Omerat having sent his boat to examine a bay beyond the W. Ext. it was found to be very commodious, the Land being woody; at the bottom is a *Salt Water River*.

28th, It was calm all the morning, and the current set to the SW. At noon, with the help of a breeze at SE, we weighed and steered so as to pass within half a quarter of a League of the point which makes the Entrance on the E side having 22 fath.

The Camel and Elephant both anchored in 9 fath. At anchor

|                                                                                       |   |                           |
|---------------------------------------------------------------------------------------|---|---------------------------|
| The S <sup>e</sup> Pt. which makes the entrance coming<br>from the Eastward . . . . . | } | S 4° E $\frac{1}{2}$ lea. |
| The W. Ext. . . . .                                                                   |   |                           |
|                                                                                       |   | W<br>WbS 1 $\frac{1}{2}$  |

So that the mouth of this bay is about 2 lea<sup>s</sup>.

At about  $\frac{1}{4}$  lea. distance was an Iflot, which is near the bay where the Firewood was cut.

|                                                       |                    |
|-------------------------------------------------------|--------------------|
| The Entrance of the <i>Salt Water River</i> . . . . . | $\frac{2}{3}$ lea. |
| A Chinese Fortrefs . . . . .                          | $\frac{2}{3}$      |

This Fort is a wretched stockade, upon which there are 3 Cannon of 2 lb ball; the people, who were posted there, abandon'd it on our arrival—these people appear very savage.

I made them seek in the different bays some sticks to make masts, or *topmasts*, without finding any, the wood is of little height, very much branched, and pretty thick, but not at all fit for masting: the fresh water is

P p

also



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## YULINKAN.

also very difficult to be got—I made them pitch a tent for the Carpenters to work, in a bay near the *Salt River*, and altho' we used all possible dispatch, we were almost 25 days in getting ready.

The Inhabitants of the Place where we lye, are a kind of Savages, with whom we can do nothing, they seem to employ themselves in hunting deer, for which they set Nets, and force them into them with their Dogs.

The Air is unhealthy, and the greatest part of those who slept ashore, fell sick.

We lost here one of our Carpenters, after only 6 days illness.

This Bay is called *Yulinkan*, it is situated at the S<sup>e</sup> part of HAINAN."

I shall here add the names in the CUDDALORE's Journal which correspond to the names in the PLAN of YULINKAN, viz.

|                                                                                   |                                                                                           |
|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| <i>Sandy Point</i> . . . . .                                                      | P <sup>te</sup> . aux <i>Sables</i>                                                       |
| <i>Rocky Point</i> . . . . .                                                      | P <sup>te</sup> . aux <i>Roches</i>                                                       |
| <i>Foul Point</i> , or 2d P <sup>te</sup> . without                               | } P <sup>te</sup> . du <i>Fortin</i>                                                      |
| <i>Rocky P<sup>te</sup>.</i> . . . . .                                            |                                                                                           |
| 3 <sup>d</sup> . P <sup>te</sup> . without <i>Rocky P<sup>te</sup>.</i> . . . . . | { P <sup>te</sup> . ou l'on fait le bois<br>i. e. P <sup>te</sup> . where they<br>wooded. |
| 10 fath. Point . . . . .                                                          |                                                                                           |
| <i>Outer Point</i> or <i>Dolphin's Nose</i> . . . . .                             | Zonby I.<br>P <sup>te</sup> . de la <i>Take</i> .                                         |

REPORT



REPORT from LIEUT. JAMES BARTON,  
Surveyor, at BALAMBANGAN.

## SANDAKAN.

"The Island BAHALATOLIS in  $5^{\circ} 54' N.$  abounds with fine Spring water, it forms the *Entrance* of the Bay of SANDAKAN, a most secure and fine Bay, which is near 5 leagues deep and has *three fine harbours* contained *within*, namely *The Harbour* of BOOLYLOOKOO, which lyes to the *Westward*; SEEGALLEYHOOD to the SW. and DOOMONDOUNG to the *Southward*: The *two last* have *Rivers* of the same names, from which derives the names of the *Harbours*; and was this Place as conveniently situated, respecting the Navigation, as BALAMBANGAN, it might answer every view, that could be expected from that or any other Place; it has a good air, and a number of Islands, which supply it with abundance of *pure water*; there are trees on these *Islands*, and the *Main Land* close to the *Rivers*, of vast size, fit for *Plank*, or the *largest Masts*, and of excellent kinds too, such as *Teak*, *Poone*, *Camphir*, &c. the *last* are of an extraordinary length and thickness, and straight withall: *Dammer* is found so plenty in the woods and along the Shoars, that Vessells may be loaded with it, at the expence only of gathering; There are also great plenty of *Neepas*, *Bamboes* and *Rattans* of various kinds; So far SANDAKAN would encourage the *building* of *Vessels*, the water rises *nine*  
feet



BORNEO.

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SANDAKAN.

feet; there are fine stones fit for building, and *lime* may be had in great plenty, from the great quantity of *Shells* about the Place.

“ Here the *Sooloos* have got a Settlement, on the small Island *Loobook caun*, near the *Harbour* of DOOMONDOUNG, they carry on Trade with the inland part of BORNEO, and the Inhabitants along the great River KINABATANGAN, who are *Pagans*, they have an easy communication by one day's travelling to the River of *Seegalleyhood*, whereas were they to come down the great River and along the *Coast* of Borneo, they would be fifteen days, which they accomplish in three the other way. These People I saw at *Loobook caun*, on my Surveys, they are a stout limbed well-looking People, of a whiter complexion, by far, than those which inhabit the *Sea-Coast*, and I have been informed by the *Sooloos*, who have been up to visit them at their *Habitations*, of many surprising things of *their manners* and *customs*, too tedious here to relate, which they confirmed when I saw them.



BUSHIER.

## Remarks for BUSHIER Inner-Road.

By Capt. David Simmons.

THE Tree, G, brought on with the Ridge of Halila (d) is the mark for the best of the outer-Road.

The Ridge (d) on with the middle of the Town, B, brings you on the Bar, and is also the breast mark for the end of the Sand, at R.

You must keep to the Northward, borrowing on the Sand, RS, till you see the Trees, P, and then steer with the Trees open of the brow (a), and must not bring the Trees on with the brow, as it will bring you near the Sand, at S; You must also take care not to bring the Paps (b) on with the brow (c), for it will bring you on the Point, V, but keep the Paps open in the Valley to the Northward of (c), and when you are up with the Point, V, the Gap (f) will be on with the middle of the Town, between A and B. When this mark is on, you must keep steering on with the Trees open of (a) till the Bushy Tree, M, is on with the ridge of Halila at (e) when you have this mark on, you are in the best part of the inner Road, and will have  $3\frac{1}{2}$  fath. at low water, soft mud; or you may only bring the Tree, M, on with (d) when you will find the same ground and depth, or more; but if you should have occasion to stand on for the harbour, you must take care not to bear away till M is on with

---

See the Line T a.



## BUSHIER.

with (e) then steer with them on, till the *brow* (a) is seen thro' the *Gap*, N, as soon as you have this mark on, you must haul up to the Westward, till the *Tower*, C, is open of the *large Square House*, at D, and you must keep them open till the *Gap* (f) is on with H, you then have the *Harbour* open, and may steer up with (f) just open with the *Town*, but must not bring them in one, to avoid the *Sand*, DVX; You are likewise to take care not to bring, C, on with the *House*, at D, to avoid the *Sand*, at L. When you are in the *harbour*, the best anchoring is a little above the *Wreck* abreast the *Town*. Notwithstanding there is only 9 feet marked on the *Harbour Bar*, you will generally have 11 or 12 on the *Springs*.

## GULPH of CAMBAY.

## Directions for going over SURAT Bar.

## SURAT.

" When you weigh from the *Road*, stand to the Northward, till you bring

|                                                                                              |      |
|----------------------------------------------------------------------------------------------|------|
| <i>Vaux's Tomb</i> . . . . .                                                                 | NbW  |
| <i>The great Tree</i> , which stands a little to the<br><i>Southward of DOMBES</i> . . . . . | NEbE |

then steer in for it NEbE½E, when you have the *Tomb* NNW, then are you at the *edge of the Bar*; The *water rises 3 fath. up and down*: In steering in NEbE½E observe your *Soundings*, as you have a *long Sand* on each side of you; Steer in as aforesaid till you bring

|                                 |      |
|---------------------------------|------|
| <i>The Tomb</i> . . . . .       | NW½W |
| <i>The great Tree</i> . . . . . | NE½N |

then.



SURAT.

then haul up NbW or NNW as the strength of the Flood is, edging away to the Eastward as the Water shoals, 'till you bring

|                        |      |
|------------------------|------|
| The Tomb . . . . .     | NWbW |
| And the Tree . . . . . | NEbE |

then keep away North. Observe to keep the *Northernmost Sand* as nigh as possible, if the wind is fresh, (for if you come too near the *Southernmost*, it will be dangerous to get clear from it) till you bring

|                    |     |
|--------------------|-----|
| The Tomb . . . . . | WbN |
| The Tree . . . . . | E.  |

Then you may steer in NNE for DOMBES, hauling out to the *Northward*, as you shoal your water or near the Shoar,

“ When you come into DOMBES stand up, 'till you bring the *old tall Well* to bear NEbN, or rather 'till you are clear of the *Western* or *middle Sand*, which lays between DOMBES and the *Toddy Bank*, then stand over about NW, steering for the *lower Point* of the *tall Brabb-Tree* at SWABLEY, be sure to keep as near the *Western Sand* as possible, to prevent the *Flood* throwing you on the *middle Island*, as the Channel is very narrow.

“ When you come over to the *Toddy Bank* keep near *mid-channel*, 'till you come to the *head* of the *Island*, or beginning to open *Dombes creek*, then stand over for the *great Tree* at *Ganta-Lowra*, and keep the *Star-board-shoar* on board, 'till you pass *Roon*; then keep *mid-channel* 'till you are round *Omrah Point*, then keep the



## SURAT.

the *Starboard-shoar* on board, 'till you come to your *birth*, where you intend to moor, or make fast.

[Anonymous MS. from C. Robert Jackson, formerly belonging to Mr. Gunn.]

## MALABAR COAST.

## GOA.

Description of the Land of G O A,

By the Hon. THOMAS HOWE.

" The Shoar, from the *Bluff Point* of the AGUADA to 2 or 3 miles *Northward*, is *sandy*; on the top of the *Aguada Point* is a FORT of brown stone, with a *Light-House* in the Center, at which, however, no Light is shewn, except when any Portuguese ships are expected from Europe: The Land of the *Aguada Point* appears, at a distance, barren and burnt up, but has good Grass on it for Hay. The *Point* of N<sup>a</sup>. S<sup>a</sup>. DO CABO, about 3 miles to the *Eastward* of AGUADA, is bluff and appears covered with trees, surrounding a large *white Building*, visible at a considerable distance, which is the *Convent* from whence the *Point* takes its name: The foot of the *Point* is inclosed on the *West side* by an old *Fortification* of brown stone; off the *Point* lie some rocks mostly above water.

" *Marmagon Point*, about 7 miles to the *Southward* of the *Aguada* is long level Land, nearly of the same height as that of the *Aguada* and N<sup>a</sup>. S<sup>a</sup>. do Cabo; On the NW part of it are some *Fortifications*, to the *Westward* of which there appears to be a good *Road*; we saw two large Portuguese Ships lying there.

" The



## G O A.

" The *NE most* and *middle* Islands of *S<sup>t</sup> GEORGE*, (in the Chart *I. au Serpent*) are level and not high; The *SW most* rises to a *Point*, like a *Sugar-Loaf*, the summit of which is rather higher than the other two Islands.

" Part of the *Gatta Mountains*, lying behind all this *Land* of *GOA*, hinders its being distinguished at a great distance.

" The *Anchoring-Place* in *Goa Road* is in  $4\frac{1}{2}$  fath. at low water of *Spring Tides*, about half a mile to the Southward of the *Aguada Fort*, which stands at the foot of the *SE most* part of the *Aguada Point*, the ground is deep mud.

" There are some *Rocks* round the foot of the *Aguada Point*, but, mostly, above water.

" The *watering-places* are, at the *Pier* of the *Aguada Fort*, and at a *Convent*, close round *Castle Point*, which is up *GOA Inlet*, about 3 miles from the *Aguada Fort*, on the *North side*.

" Latitude of the *Aguada Fort*, by two Observations with my Sea-Quadrant,  $15^{\circ} 28' 20''$ . N."

## DIRECTIONS for the Bar and Harbour of G O A.

" If lying at the *Aguada* and bound into the river, get under weigh at *half-flood*, and stand to the Southward, 'till you bring a *single black bush*, that lies on the Hill the back of *PANGIM*, in one with the *Flag-staff* of the *Black Fort*, and steer away directly with those marks in one, 'till you strike the *outer bar*, you will have  $3\frac{1}{2}$  to

R-r

4 fath.



G O A.

4 fath. *hard rock*, and be entering between the *Breakers*, at which time edge over to the *N. Breakers*, 'till you bring the *high bushes*, on the *South* part of the *asore said Hill*, directly over the *Flag-staff* of the *asore said Fort*, and then run directly in with the *said Fort*, 'till you bring the *Church* the back of the *Fort des Reys*, open with the *Fort Point*, and then run close along by the *Shoar*, 'till you come within a *Cable's length* of the *fishing stakes*, and then haul over for the *asore said Church*, and get close over on that *Shoar*, and stand along by it, 'till you open the *Town of Rebenda* [or *Ribandar*] with *Pangim Point*, at which time you must haul directly over for a *Cross* on the *N. Shoar* of the *Entrance* of the *River*: and, when past the *said Cross*, you may come to on either side below *Pangim*.

" N. B. There are *three Bars*, going into *GoA*, all *hard rock*, about a *Cable's length* or more, distant from each other, between which you will have a *fathom more water*, than on the *Bar*, and *soft mud*: The *inner bar* is *shoaler* than the other about a foot, and there is (high spring tides) 4 fath. on the *innermost*."

[Anon, M. S. received from C. Pigou.]

#### Directions for M A R M A G O N.

MARMAGON.

" In coming from the *Sea*, get *midway* between *Marmagon Point* and the *Point* of the *White Convent*, and keep *mid-channel*, and run up 'till you bring the *Town* of *Marmagon* all open with the *Fort*, at which time



## MARMAGON.

time you may haul over for the *Fort*, in any depth of water you please, *soft mud*.

"N. B. The Danger going in is *two Rocks* about *midway*, which always *break*; you may go *between them* or on *either side*, as they are *steep*."

[Anon. M. S. received from C. Pigou.]

Description of MERJEE, by Capt. W. Brereton.

## MERJEE.

"At ANJENGO, COCHIN, TELlicherry and ONORE, Ships are obliged to have their *water* brought off in the *country Boats*, which makes *watering* both tedious and expensive; I would therefore recommend it to Ships to call in at MERJEE RIVER, where we watered in April 1761; I observed off the *Mouth* of this river, and find its Latitude  $14^{\circ} 40' N$ . You may see the *Entrance* of the *River* between *two Bluff Points*, one to the *Northward*, the other to the *Southward*, the latter is much higher than the former, on the *Southmost Hill*, stands a *Redoubt*, near which is a cluster of *fine green Trees*, that makes it very remarkable, and just within the *South Point*, on the side of the *Hill*, stands a small *square Fort*, that cannot be seen at a great Distance, as it is built of *brown Stone*. In the *Entrance* of the *River* lays a large *Sand-Bank*, that always discovers itself, more or less, by the *Sea's* breaking on it: To go into the said *River* you must keep near between the *Point*, under the *Square Fort*, and the *edge* of the *Sand-Bank*, which generally *breaks*, after you have passed the said *Bank*, you may keep over to the *Northern shoar*, and



## MERJEE.

and go up the *River* at pleasure. Upon the *Northern* side of this *River*, on the *Hill*, you may cut good and large *fire-wood*; And *Rice* may be bought in great quantities; *Fresh water* is also to be had here in great plenty, and extremely soft and good, and with the greatest ease, as you do not go into the *River*, the watering Place is in a very fine *Sandy Bay*, just within the *Northern Point* of the *Westernmost* part of the *Bay*, where your own Boats may land, and roll your Cask over the Sand to a low *stone Wall*, about one foot high, over which Wall you may dip your Bucketts into the *Pool of Fresh Water*, where a Fleet of 20 Sail of the *Line*, may water in two or three days. The most convenient Situation for a Ship to anchor, is near the *Northmost Shoar*, in 5 or 6 fath.

The N<sup>o</sup> Bluff . . . . . NE dist. 1'

Fortified Island, and the Southmost Extreme } S 1/2 E  
of the Island in one . . . . .

The N<sup>o</sup> Extreme . . . . . NW 1/4 W.

We sounded into the *River* from the Ship, at half-Ebb, and had no less than 4 1/2 fath. within half a Cable's length from the *Point*, where the *Moor's Fort* stands, and at a Cable's length from it, on the *Bar*, we had 6 1/2 fath. and after we were over the *Bar*, the Water encreased to 7 fath. which we carried all the way, till we came opposite to the *Choultry*, so that if there was occasion, a Ship might enter the *River*, but 'twould be necessary to send a Boat first, to sound the *Bar*. We could not take a regular survey of this *River*, as our Boats were employed in watering the Ship, and fetching off Rice for the Squadron. The Ships took in from this Place about 8000 Robins of Rice, each Robin weighing 100 W<sup>t</sup>.

Description



Description of BATACALOE, by Capt. William  
Brereton of the *Falmouth* Man of War. 1762.

BATACALOE.

“ The Road of Batacaloe is very safe, during the  
SW Monsoon, as the Winds are mostly off shoar; and,  
if they should come in from the Sea, the *rocky Reef*  
breaks off the swell so that you ride with smooth water.

“ The *anchor B* shews the proper *birth*.

|                          |           |                               |
|--------------------------|-----------|-------------------------------|
| The <i>Fryar's Hood</i>  | . . . . . | SSW                           |
| The <i>River's Mouth</i> | . . . . . | S. $1\frac{1}{2}$ or 2' dist. |

there is a *cluster* of *Rocks*, about 3 miles to the *North-*  
*ward* of the *River's mouth*, bringing them W you have  
a good *birth* in 6 or 7 fath. *sand and gravel*. Lat. O.  
in this *Road*,  $7^{\circ} 51' N$ .

“ The *Entrance* of the *River* is very narrow, on the  
*Bar* you have no less than 6 feet at *low water*, the *Tides*  
rise *two feet* perpendicular; *High Water* on full and  
change NW and SE.

“ OF WOODING AND WATERING - - - - You may  
*water* at the *Island* where the *Dutch Fort* stands, and  
land your *cask* at the *wharf*, and roll them to the *Well*  
on the *green*, it is necessary to carry *Funnels* and *Buckets*  
with *gaskets* to them to draw the *water* up.

“ *Wood* may be cut on the *Banks* of the *River* near  
the *Bar* in any quantity.

“ OF PROVISIONS and REFRESHMENTS - - - - The  
*Dutch Governor* will sometimes supply you with a few  
*Bullocks*, but if you should find any difficulty in getting

S f a suf-

7



## BATACALOE.

a sufficient Quantity, you may send to the Town of METECALAO, and purchase refreshments there, which the Inhabitants will supply you with, if you treat them civilly.

“ OF FORTIFICATIONS AND LANDING-PLACES - The Dutch FORT at Batacaloe stands on an *Island*, on the *W. side* of the *River*, about *five* miles from the *mouth*; It is a *small square Fort*, with *four Bastions*, mounting about 44 Guns 12 lb<sup>rs</sup>. The *Works* are very slight and weak, there are no *Bomb-proofs* in it. The Garrison consists of about 50 Europeans and about 100 Topasses.

“ TRADE, SHIPPING, &c. - - - There is no Trade carried on from this Place, but by small Vessels belonging to the other Settlements on this Island.

“ OF THE INHABITANTS - - - The Inhabitants are Indians, and have very little Communication with any other Europeans than the *Dutch*, however they seem desirous of cultivating a Friendship, and opening a Commerce with the English, which the Dutch endeavour to prevent by every means in their power.”



*An Account of the course of the Tides at Tonqueen  
in a Letter from Mr. Francis Davenport,  
July 15. 1678, with the Theory of them,  
at the Barr of Tonqueen, by the learned  
Edmund Halley, Fellow of the Royal Society.*

WHEN the reported irregularity, of the *Ebbing* and *Flowing* of the *Sea* came first under my consideration at a distance, I was content to fancy that I had guessed aright in ascribing the occasion of it principally to the *Indraughts* and *outlets* of this *bay*, which as I imagined might give (the different times of the year in respect to the *Monsoons*, and the Currents accordingly shifting with several other conceited coadjutant circumstances) the most considerable share in the unusual course of the *Tides*, and that consequently it would scarce be possible to discover any constancy in them, if their regiment depended so much upon Accidents and Uncertainties.

But during my continuance at *Batsha* I have observed such an order and constancy in the Course of the *tides*, that notwithstanding I must needs confess it different from all that I ever observed in any other Port, yet not only from the coincidents of similar alterations on peculiar days of some particular *Moons*, in different *Monsoons* in respect of their increase and decrease, as well as from their keeping equal pace with the *Moon's*  
*rising*



rising and setting in this *Horizon*, in respect of the duration of their *influx* and *reflux*, but also from that which seems to render them most irregular, *viz.* the constant falling back of the *flood* nearest 13 hours on every second day of the water's age and increase, so that at the end of 15 days there is an inversion of their motion in respect of their beginning to flow and ebb.

It is evident that they are regularly enfluenced though not reconcileable with a dependance on the *lunar* motion so far as wholly to free the natural course from the interruption of some foreign intervening controulment

Now for as much as it will be satisfactory enough for any man's benefit of the *tides* to know when the flood and ebb begins, and when there is the greatest and smallest influxes, without any nice discourse of the causes of their difference here, from those in other parts of the world, (a subject fitter for *Philosophers* than *Seamen*) I have here (to avoid over much tediousness) entered only the result of my unintermitted *observations*, of the *Tides* daily course, during my stay at *Batsha*, by which those *Commanders* who at this time of the year come before this *Bar*, may know when it will be most convenient to come over (supposing no Pilot goes off to bring them in) if they please to observe the following directions.

Directions



*DIRECTIONS concerning the choice of time in respect of  
the Tides for coming over the Bar.*

My advice is, that upon the several following days of the *Moon's* Age in every particular month of the year, no *English Commander* should upon any occasion whatsoever adventure over this *Bar* unless he have a *Pilot* from the Shoar, who undertakes to bring him in, or that he hath only charge of some small *Bark* or *Junk*, that draws no more than 8 or 9 foot water.

In the  $\begin{smallmatrix} 1 \\ 7 \end{smallmatrix}$  } *Moons* from the  $\begin{smallmatrix} 3 \\ 17 \end{smallmatrix}$  to the  $\begin{smallmatrix} 7 \\ 21 \end{smallmatrix}$  } days of the *Moon's* age exclusively

In the  $\begin{smallmatrix} 2 \\ 8 \end{smallmatrix}$  } *Moons*, from the  $\begin{smallmatrix} 1 \\ 14 \end{smallmatrix}$  to the  $\begin{smallmatrix} 5 \\ 18 \end{smallmatrix}$  } days of the *Moon's* age exclusively

and from the 27th of the  $\begin{smallmatrix} 2 \\ 8 \end{smallmatrix}$  } *Moons* to the 1st of the  $\begin{smallmatrix} 3 \\ 9 \end{smallmatrix}$  } *Moon's* excl.

In the  $\begin{smallmatrix} 3 \\ 9 \end{smallmatrix}$  } *Moons*, from the  $\begin{smallmatrix} 11 \\ 25 \end{smallmatrix}$  to the  $\begin{smallmatrix} 15 \\ 29 \end{smallmatrix}$  } days of the *Moon's* age exclusively

In the  $\begin{smallmatrix} 4 \\ 10 \end{smallmatrix}$  } *Moons*, from the  $\begin{smallmatrix} 9 \\ 23 \end{smallmatrix}$  to the  $\begin{smallmatrix} 13 \\ 27 \end{smallmatrix}$  } days of the *Moon's* age exclusively

In the  $\begin{smallmatrix} 5 \\ 11 \end{smallmatrix}$  } *Moons*, from the  $\begin{smallmatrix} 7 \\ 21 \end{smallmatrix}$  to the  $\begin{smallmatrix} 11 \\ 25 \end{smallmatrix}$  } days of the *Moon's* age exclusively

In the  $\begin{smallmatrix} 6 \\ 12 \end{smallmatrix}$  } *Moons*, from the  $\begin{smallmatrix} 5 \\ 19 \end{smallmatrix}$  to the  $\begin{smallmatrix} 9 \\ 23 \end{smallmatrix}$  } days of the *Moon's* age exclusively

And excepting on these six days above mentioned in every respective *moon* he may safely adventure over the

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*Bar*



*Bar* any day provided always that he mistake not the time of the *tide*, but come over at half *Flood* or better, though he may take notice, that the best *Tides* will be about six or seven days after the water's first beginning to increase, and the first days of the water's increase are

|        |                                                        |                     |                                                              |      |                             |
|--------|--------------------------------------------------------|---------------------|--------------------------------------------------------------|------|-----------------------------|
| In the | $\left. \begin{array}{c} 1 \\ 7 \end{array} \right\}$  | <i>Moons</i> on the | $\left. \begin{array}{c} 5 \\ 19 \end{array} \right\}$       | days | } of the <i>Moon's</i> age. |
| In the | $\left. \begin{array}{c} 2 \\ 8 \end{array} \right\}$  | <i>Moons</i> on the | $\left. \begin{array}{c} 3 \\ 16 \\ 29 \end{array} \right\}$ | days |                             |
| In the | $\left. \begin{array}{c} 3 \\ 9 \end{array} \right\}$  | <i>Moons</i> on the | $\left. \begin{array}{c} 13 \\ 27 \end{array} \right\}$      | days |                             |
| In the | $\left. \begin{array}{c} 4 \\ 10 \end{array} \right\}$ | <i>Moons</i> on the | $\left. \begin{array}{c} 11 \\ 25 \end{array} \right\}$      | days |                             |
| In the | $\left. \begin{array}{c} 5 \\ 11 \end{array} \right\}$ | <i>Moons</i> on the | $\left. \begin{array}{c} 9 \\ 23 \end{array} \right\}$       | days |                             |
| In the | $\left. \begin{array}{c} 6 \\ 12 \end{array} \right\}$ | <i>Moons</i> on the | $\left. \begin{array}{c} 6 \\ 21 \end{array} \right\}$       | days |                             |

It is needless to take notice in what *hours* the water's increase begins, because the regular course of the *Tides* is not from thence commenced, in respect of the Time of Flowing and Ebbing.

The *Bar* itself being about a mile and half in length, and no where except in its first entrance exceeding half a mile in breadth, is very even, but yet affords considerably differing *soundings* in the same age and time of the *tides*, according to the season of the *Year*, and which seems



seems to be somewhat strange, hath the highest *Tides* in the *Northerly Monsoon*, as I have been informed by those who are seemingly best able to give an account thereof: and I must needs say, that the trial I now made on the *Bar* did accord with what I understood from several of the *Fishermen* and others as to this *Month*, which induced me to enter this information, that coming over at half flood (except on the days aforementioned as dangerous to come over in) there will be found according to the age of the *Tides*.

|        |               |                                         |
|--------|---------------|-----------------------------------------|
| In the | 3<br>4<br>5   | } <i>Moons</i> from 16 to 21 feet water |
| In the | 6<br>7<br>8   | } <i>Moons</i> from 19 to 24 feet       |
| In the | 9<br>10<br>11 | } <i>Moons</i> from 21 to 27 feet       |
| In the | 12<br>1<br>2  | } <i>Moons</i> from 17 to 22 feet       |

Always the higher the *Flood* the lower the *Ebb*, so that according to the strength of the *Tides* at low water, the soundings are from 6 to 13 feet.

N. B. This *Bar* of *Tunking* is about 110 degrees of *Longitude* to the East of *London*, and in *Latitude* 20° 50'.

On the first and second days of the water's increase the *influxes* are very small and uncertain, but afterwards the



the Tides for 13 days are constant in their course, one flood and one ebb being compleated in 24 hours time, equally sharing the space of a *Lunar* circuit of the Earth between them, and every *flood* beginning nearest  $\frac{3}{4}$  of an hour later than the *precedent flood*, and also considerably increasing in the height of the *tide* every day from the 3d unto the 6th and 7th days of the water's age, on which two days the *flood* runs very high, but on the 8th day (which may be accounted the last of the *spring tides*, the waters begin gradually to decrease again, retaining the same orderly difference of time in each *tide*, until the next following first day of the water's increase, when during two days unsettledness, there is a shifting of the *tides* in respect of the beginning of the *flood* and *ebb*, after which said shifting, a constancy in their inverted course, is again retained in the above-mentioned order for 13 days following, as for *Example*,

On the 25 and 26 days of the 4th *moon* (4th and 5th of June 1678 » in the latter end of *Aries*) being the first days of the water's increase, the *influxes* were very small (there happening on the 26th a falling back of the *tides* about 13 hours) but from the 27th (*June* 6.78) which was the 3d day of the water's increase after the last quarter; unto the 9th day of the 5th *moon's* age, (*June* 18. 1678. » in  $\approx$  20) I noted a very constant course in the *tides*, every *flood* beginning with the rising of the *moon*, and ending at its setting, the following



ing *ebb* in like manner continuing during the time of the *moon's* absence from this *hemisphere*. But on the said 9th day of the 5th *moon's* age (June 18. 1678) being the first day of the water's increase, their motion was scarcely perceptible; on the 10th day there was another falling back of the *tides* nearest 13 hours, and on the 11th day, (which was the 3d day of the water's increase, after the first quarter of the *moon's* age) the *flood* having (as I said) shifted the preceding *day*, took its turn to begin at the *moon's* setting and end at its rising, and accordingly the *tides* successively following assumed and kept a constant regularity, the *tides* being at highest the 16th of the *moon*, (1678 June 24, > in middle of >) which was the 7th of the water's age, until the 23d of the said *moon's* age (July 1st, 1678) on which (being the 1st day of the water's increase) the influx was again scarcely discernable for its smallness.

On the 24th day the *tides* fall back (as I had found it twice before to have done on the same days of the water's age,) nearest 13 hours by which means the *flood* on the 25th day (which was the 3d day of the water's increase after the last quarter of the *moon*), now again commenced with the rising *moon*, whereby it hath fallen out always to be high water between *noon* and the following *midnight* every day during my stay here. (a last quarter 22 days, a first quarter 8 days.)

So that it may pass into a *Corallary* viz. In the 4th 5th and 6th changes of the *moon* from the 3d day of

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the water's age after the last quarter, to the 3d day of the water's age after the first quarter of the following moon, the water begins to *flow* when the moon riseth, and to *ebb* again when it setteth in the *Horizon*, and the contrary to the 3d day of *their* age after the last quarter, excluding always *their* motion on the two first days of the waters increase, because of its smallness and uncertainty.

I am informed by the *inhabitants* hereabouts, that this may hold for a *rule* from the 2d to the end of the 7th moon and that the *converse* thereof holds true in the other six months of the year, *viz.* from the 8th to the end of the first moon, according to which the *tides* will fall out to be the highest in the *evening* for 6 months successively, and the other half year in the *morning*, that is to say between *midnight* and the following moons, \* and though I cannot aver the truth of it, yet I find that the *tide* last year in the 11th moon, which occasionally upon the Ship *Eagle's* departure hence, I took some notice of, and entered in the close of my *Sea Journal*, did fall out not disagreeing with what they affirm, and I am yet the rather induced to believe that in every *annual revolution* there may be such a constancy in this different motion of the *tide* appropriated to each moiety of the year, because, that during my - - - days stay at *Batsba*; I have found the *predictions* of the *natives* confirmed by my own *observations* of the *tides* falling out to be high water always between

noon

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\* So in the original, it should be *noons*.



*moon* and the succeeding *midnight* occasioned by the aforesaid falling back at the end of 15 days; so that on every 3d day of the water's increase, the *flood* begins at the hour whereon the day before it ended.

To prevent mistakes in the account of the *moons*, though the difference of *meridians* between this place and *London*, together with the different beginning of their *natural day* in their accounts here, from that of ours, and some imperfections from which their *Astronomical observations* are not free, may occasion a disagreement between our account and theirs, of the *moon's* age, yet it will never be so considerable as to occasion any sensible, at least dangerous *error* in the abovementioned reckoning of the *tides*, provided the number of the month be not mistaken.

Wherefore it may be sufficient to inform those who use this *Port*, that the first change of the *moon* after the 15th day of *January* old stile, is reckoned for the beginning of the year, and that *moon* being accounted the first, the rest follow in order until the expiration of the 12th which completes their year, always except only in their *leap-years*, and then they have 13 *moons*, taking in one extraordinary to make up the deficiency of the *moon's epact* in their account, in which year the first day of their new year's *moon* falls out before the said 15th of *January*, as it did this year upon the 12th being *leap year* with them, so that they reckoned two months for one this year, (that is to say the 2d and 3d *moons* after their new year's day) they called 2d *moons*, for otherwise this present *moon* which changed in *July* (the 8th)



8th) would have been the 7th, whereas now they count it but the 6th *moon*, and accordingly do the *tides* fall out, but this *leap year* being now past the first *moon* in the year must be reckoned to begin on the change next following the 15th of *January*, and all the other changes counted successively as before said until the intervention of another *leap year*.

*A Theory of the Tides at the Bar of Tunking,*  
by the learned Mr. Edm. Halley, Fellow of the  
Royal Society.

The effect of the *moon* upon the *waters*, in the production of the *tides* in this port of *Tunking*, is the more wonderful and surprizing, in that it seems different in all its circumstances from the *general rule*, whereby the motion of the *Sea* is regulated, in all other parts of the world I have yet heard of. For first, each *flux* is of about 12 hours duration, and its correspondent *reflux*, as long, so that there is but one *high water* in 24 hours. Then there are in each month, two *intermissions* of the *Tides*, about 14 days asunder when there is no sensible *flood* or rising of the waters to be observed; but the *Sea* is in a manner stagnant. Thirdly, that the increase of the water has its 14 days *period*, between the afore said *intermissions*, and at 7 days end, makes the highest *tides*, from which time the water again gradually abates, and the *flood* is weaker till it comes to a stagnation, both *increase* and *decrease* observing the same rule in being exceeding



exceeding *slow* in their beginning and end, and *swift* in the middle. Lastly, (and which is most odd) the *rising moon* in the one half of each *month* makes high water, and the *setting moon* in the other half. These particulars considered together with the *Tables* shewing the days of the water's stagnation, in each month, gave me a light into the secret of this strange appearance, so as to be able to bring the hitherto unaccountable irregularity of these *Tides* to a certain rule. And first it appears by the latter of the two *Tables*, that the intermissions of the *Tides* happen nearly upon those days, that the *moon* enters the signs of *Aries* and *Libra*; or passes the *Equinoctial*; which divides the *moon's* course nearly into two equal parts, as well as the *sun's*, and from hence it follows that the *Tropical Moons* ♈ and ♎, are these which occasion the greatest flux and reflux; and for the rule of the change of the time of *high water*, which Mr. *Davenport* calls a falling back of the *Tides*, the example he hath given us, lets us know that the ♈ in *Northern* signs, brings in the *flood* whilst she is above the *Horizon*, so as to make *high water* at her setting, and on the contrary that whilst she is in *Southern* signs, it flows all the time the *moon* is below the *Horizon*, and so make *high water* at her *rising*. But it is to be observed that though the *Moon* pass swiftly, from *South* to *North* when she is in or near ♈, and from *North* to *South* when in or near *Libra*; yet the *motion* of the *Sea* which is the cause of this *tide*, is scarce discernable for 3 or 4 days, when the *Moon* passes the said

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*Equinoctial*



*Equinoctial* points; whence it appears that though the *declination* of ☾, or her distance from the *Equinoctial*, be that whereby these *Tides* are regulated, yet the increase and decrease of the *water* is by no means proportionate to that of the *declination* of *Luna*, that changing swiftly, where the increase of the water is observed to be most flow. It seems therefore, and I propose it as a probable conjecture, that the *increase* of the *waters* should be always proportionate to the *versed signs* of the doubled distances of the *Moon* from the *Equinoctial* points; upon which *Hypothesis* *Figure 9*, will give an elegant *Synopsis* of the whole matter. Let *AB* be the bottom of the *Bar of Tunking*; *CD* a *perpendicular* thereto, whereon to measure the several depths of the water; *C r*, *C a* the mean depth, which is that whereat the water is stagnant upon the *moon's* being upon the *Equinoctial* points, being commonly about 15 feet: *C s* *occid*, the high water mark when the *Moon* is in ☾ or ☿ being about 24 foot. *C v* *occid* the height of the low water mark when the *Moon* is in ☾ or ☿, being about 6 foot; so that the greatest rise of the *Water* on the *Tropical Moons* will be about 18 foot; then dividing *r s* and, *a v* into two equal parts in *EF*, on those two points, as *Centers*, describe the two *Circles*, each of whose *Radii* are four feet and a half, which being kept between the *Compasses*, naturally divide the said *Circles* in the points ☿ ☿ ☿ ☿ &c. through the which points if you draw lines parallel to the base *AB* they shall cut the *perpendicular* *CD*,



**C D.** in the heights of the *high* and *low water* marks, which will be at the entrance of the *Moon* into the said *signs*. So the greatest depth of the *high water*, when the *Moon* enters  $\gamma$ ,  $\eta$ ,  $\Omega$ ,  $^a$   $\times$ , is but  $17\frac{1}{4}$  feet, and the least at *Low-water*  $12\frac{1}{4}$  feet: but when she enters  $\pi$ ,  $\Omega$ ,  $\dagger$ ,  $\infty$ , the *high water* depth is  $21\frac{1}{4}$  feet, the *Low-water* but  $8\frac{1}{4}$  feet as appears by the *figure*. And this Hypothesis not only agrees with all that Mr. *Davenport* hath observed himself, or collected from the *Natives*, but hath been found to hold true since in the year 1682 by the ingenious Capt. *Knox* in his voyage to this *port*; so that there is no room to doubt of the truth thereof: By this *method* may the time and height of the *Tides* be with sufficient certainty computed, but to *philosophize* thereon, and to attempt to assign a reason, why the *Moon* should in so particular a manner influence the *waters* in this one place, is a task too hard for my undertaking, especially when I consider how little we have been able to establish a genuine and satisfactory *Theory* of the *Tides*, found upon our own *Coasts*, of which we have had so long experience. It would be however a very acceptable thing if some curious *Navigators* would inform us, what *tides* or *currents* are found at *Macao*, *Quemoy*, and other places on the *Coast* of *China* and on *Formosa*; it being most probable that this *flood* cometh out of the *North East*, along the *Coast* of *China*, for that the *Northerly Monsoon* is found to occasion the highest *spring-tides*. There is yet another thing well worth enquiry,

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:  $\Omega$  ought to be  $\eta$



enquiry, that seeing that this motion of the *Sea* is more or less as the *moon* is farther from or nearer to the *Equinoctial*, it is not unlikely, that some years may have much higher *Spring-tides* than others, according to the various obliquity of the *Moon's orbit* to the *Equinoctial*, for when the ascending Node is in  $\gamma$ , (as it was anno 1671 and will be anno 1690) the Moon in  $\omega$  and  $\varpi$  deviates from the *Equator* full  $28\frac{1}{2}$  degrees; and but  $18\frac{1}{2}$  degrees, when the same Node is in *Libra*, as it was anno 1680; and I recommend as a very useful *Query*, for such as for the future shall use this *Port*, to examine whether the *Tides* are not in some years more *Vigorous* than in others, and particularly in the years but now mentioned; as likewise if there have been any *Inundations* occasioned by an extraordinary *flux* of the *Sea*, in what years the said *Inundations* have happened.

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